

BookletChart™

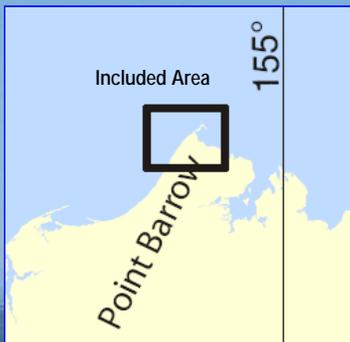


Point Barrow and Vicinity

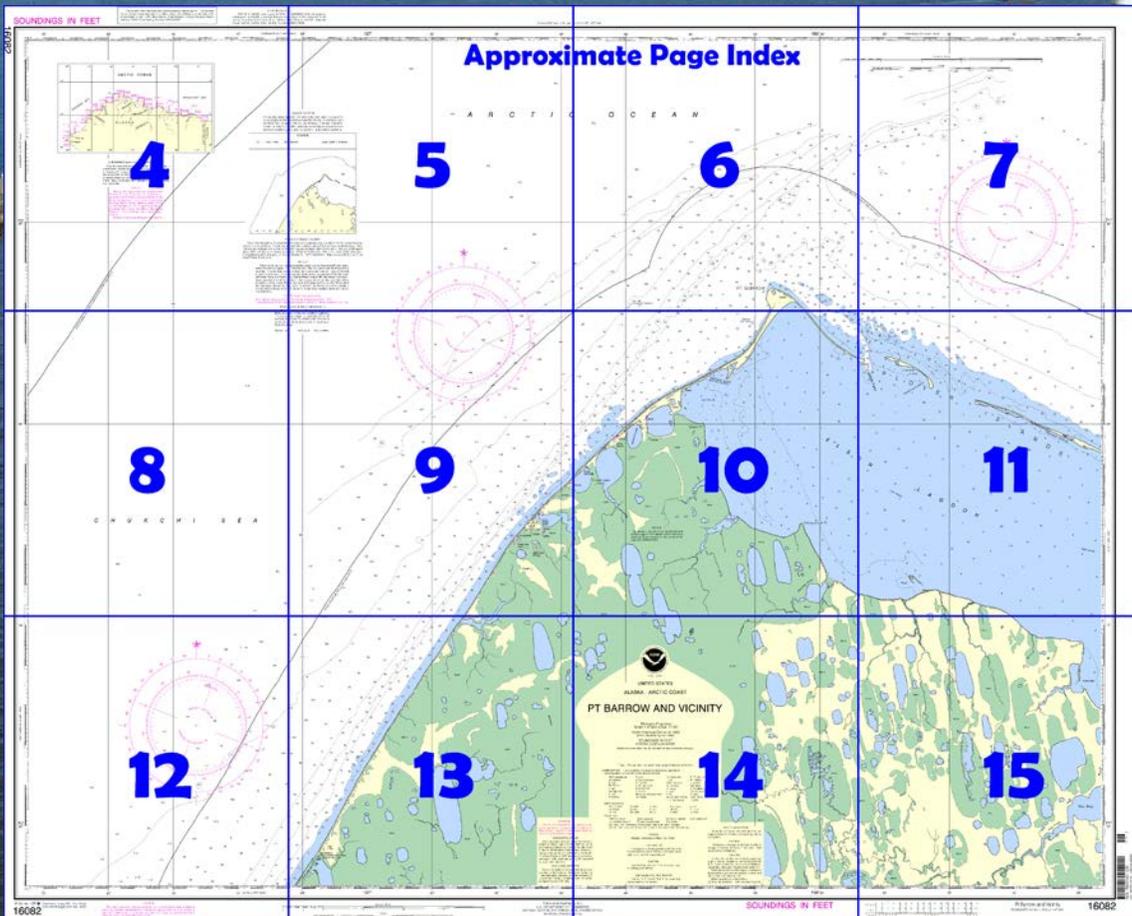
NOAA Chart 16082

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.

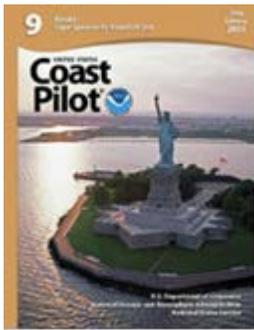
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16082>.



(Selected Excerpts from Coast Pilot)
Barrow, 8.5 miles SW of point Barrow, is the government seat of the North Slope Borough and the largest community north of the Brooks Range. Barrow has a hospital and a telecommunications center operating on VHF-FM channel 68; limited quantities of supplies include gasoline, diesel fuel, food, and clothing. Air-freight and commercial flight service are available throughout the year. Vessels transiting the area during the whaling seasons are requested to contact

Barrow on VHF-FM channel 68. Vessel traffic is at its heaviest during the summer months after the whaling season and consists of tugs carrying fuel and supply barges. The North Slope Borough also operates a

volunteer search and rescue operation and can be hailed on VHF-FM channel 16. An aerolight (71°17'17"N., 156°46'18"W.) is at the airport. Barrow is not a port of entry.

Currents.—The current NW of the point was observed to flow constantly in a NE direction at an estimated strength of 3 to 4 knots; along the NE side of the point the current flowed in a NW direction at an estimated strength of 1 knot. Judging from the movement of the icebergs, there seemed to be an eddy centered several miles NE of the point.

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 2½ feet less than those shown on the charts.

A number of oil drilling platforms are in the Beaufort Sea between 151°W and 147°W. These platforms are generally manmade gravel islands about 500 feet in diameter. In 1992, a majority of the platforms were reported abandoned and the lights marking the structures were removed. A few are reported completely awash. The status of all known platforms is periodically published in the 17th Coast Guard District Local Notice to Mariners.

Ice.—Average breakup at Barrow is in late July and average freezeup is in early October. Navigation is difficult from mid-October to late July and usually is suspended from early December to early July.

The ice barrier that extends from 0.5 mile off Barrow to 1.5 miles NW of Point Barrow can be dangerous to navigation. Formed when onshore winds drive icebergs aground, the barrier may break and drift seaward during heavy offshore winds. While aground the barrier it keeps the main ice pack from drifting onto the beach and often gives protection along its inner side to shallow-draft vessels. During periods of offshore winds, leads may open in the barrier through which, when winds reverse to onshore, small bergs sometimes drift to block the inshore waters and stop all navigation. **Caution:** A vessel beset in the ice near Point Barrow will tend to drift N and farther into the ice mass.

During the 1945 survey the main ice pack was never out of sight from Point Barrow. When the pack opened to the W it closed to the E and vice versa. Icebergs 30 to 50 feet high floated around continuously; some grounded at about the 5-fathom curve and remained stationary for a week or more until the wind changed with sufficient force to dislodge them.

In general, the main ice pack drifts with the winds and currents during July through September and permits intermittent navigation outside the ice barrier. Outside navigation is impossible when the pack drifts shoreward; inside passage possibly can be made behind the barrier but charted depths may not be too reliable because of berg gouging. Medium-draft vessels should be able to round Point Barrow at a distance of 1 mile; 30-foot drafts should stay at least 3 miles off.

Caution: A 1957 report places a 25-foot shoal 7 miles NE of Point Barrow; this may indicate a possible NE extension of Point Barrow spit. If passage must be made E of Point Barrow, August is the best month for the attempt.

Mariners should be aware that Alaskan Natives engage in subsistence whaling in the Beaufort Sea near Point Barrow in the spring from September through November. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at 907-852-2392 or 800-478-2392 or aewcdir@barrow.com prior to entering this area for information about the location and avoidance of traditional Native hunting parties.

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

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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

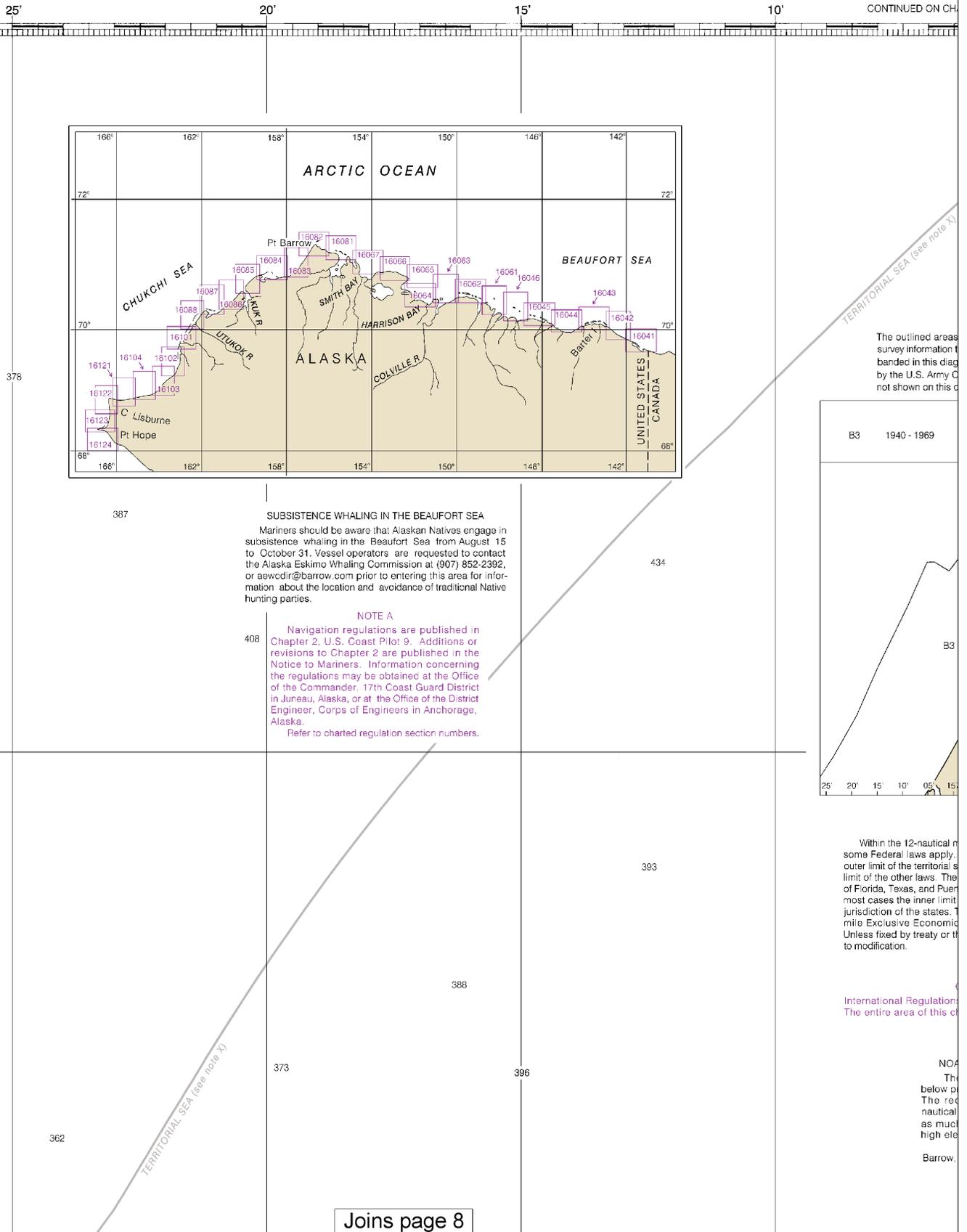


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

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

16082

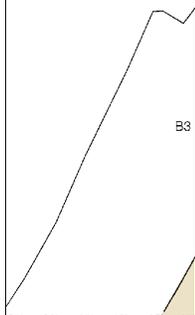


SUSTINENCE WHALING IN THE BEAUFORT SEA
 Mariners should be aware that Alaskan Natives engage in subsistence whaling in the Beaufort Sea from August 15 to October 31. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at (907) 852-2392, or awwdi@barrow.com prior to entering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

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.

The outlined areas survey information tabulated in this diagram by the U.S. Army Corps of Engineers is not shown on this chart.

B3 1940 - 1969



Within the 12-nautical mile limit of the territorial sea, some Federal laws apply. Outside the limit of the territorial sea, the laws of the United States of Florida, Texas, and Puerto Rico apply. In most cases the inner limit of the jurisdiction of the states is 3 nautical miles. Exclusive Economic Zone is established by treaty or modification.

International Regulations for the Prevention of Collisions at Sea. The entire area of this chart is subject to these regulations.

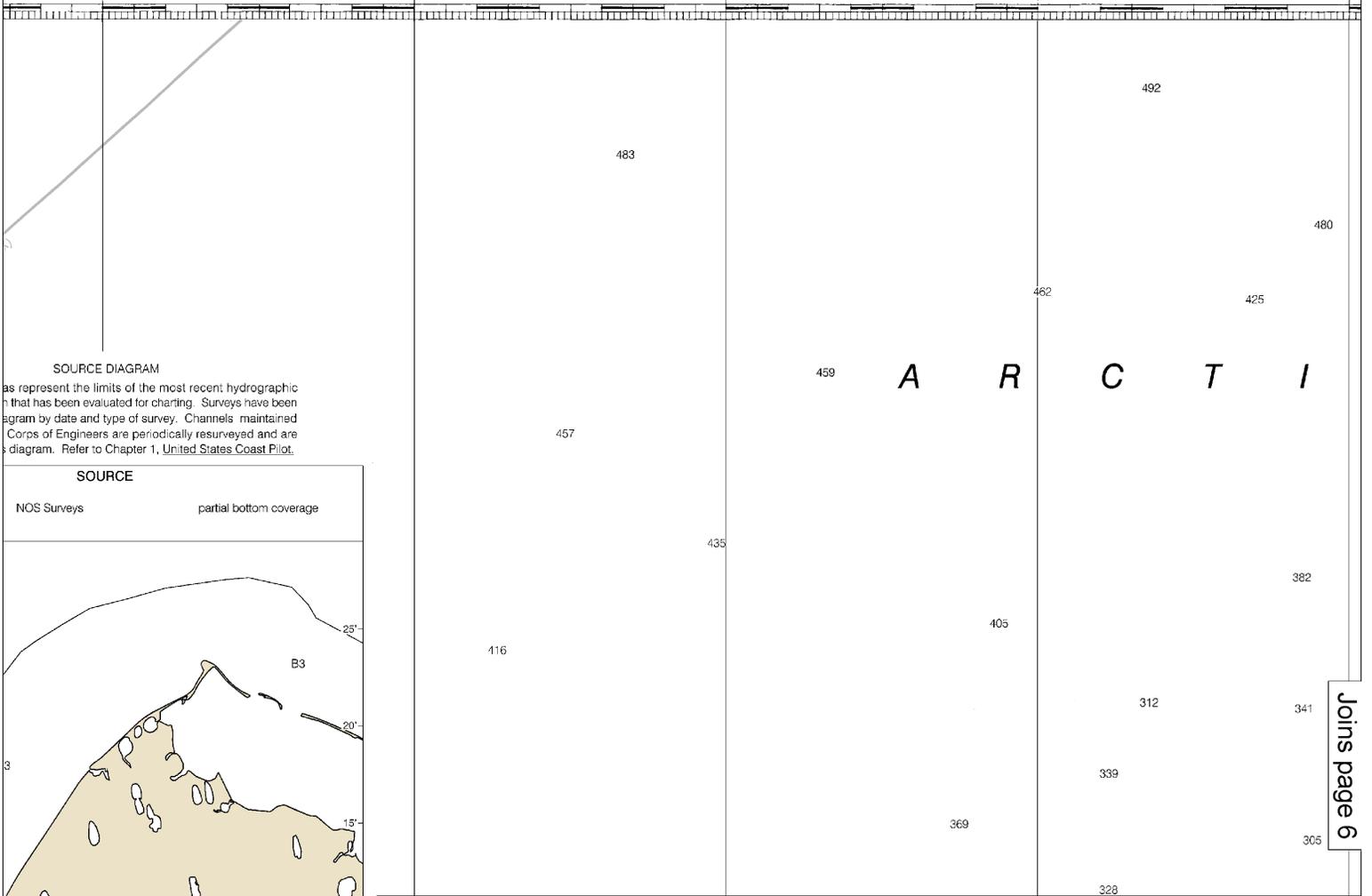
NOAA Hydrographic Survey. The soundings are reduced to mean low water as much as possible. High elevations are shown as high elevations. Barrow.

Joins page 8

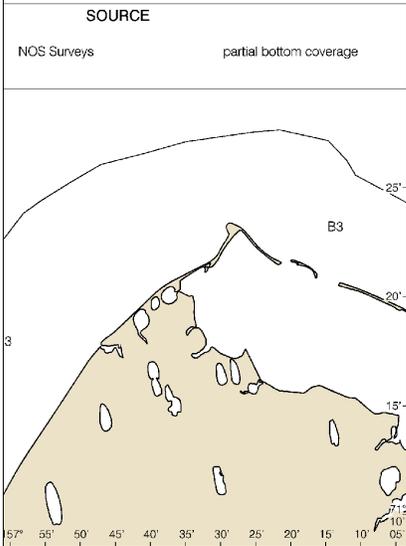
4

Note: Chart grid lines are aligned with true north.

HART 16005 05' 157° 55' 50' 45'



SOURCE DIAGRAM
 as represent the limits of the most recent hydrographic
 h that has been evaluated for charting. Surveys have been
 agram by date and type of survey. Channels maintained
 Corps of Engineers are periodically resurveyed and are
 diagram. Refer to Chapter 1, United States Coast Pilot.



NOTE X
 mile Territorial Sea, established by Presidential Proclamation,
 y. The Three Nautical Mile Line, previously identified as the
 sea, is retained as it continues to depict the jurisdictional
 e 9-nautical mile Natural Resource Boundary off the Gulf coast
 erto Rico, and the Three Nautical Mile Line elsewhere remain in
 lit of Federal fisheries jurisdiction and the outer limit of the
 . The 24-nautical mile Contiguous Zone and the 200-nautical
 io Zone were established by Presidential Proclamation.
 he U.S. Supreme Court, these maritime limits are subject

COLREGS, 80.1705 (see note A)
 ns for Preventing Collisions at Sea, 1972.
 hart falls seaward of the COLREGS Demarcation Line.

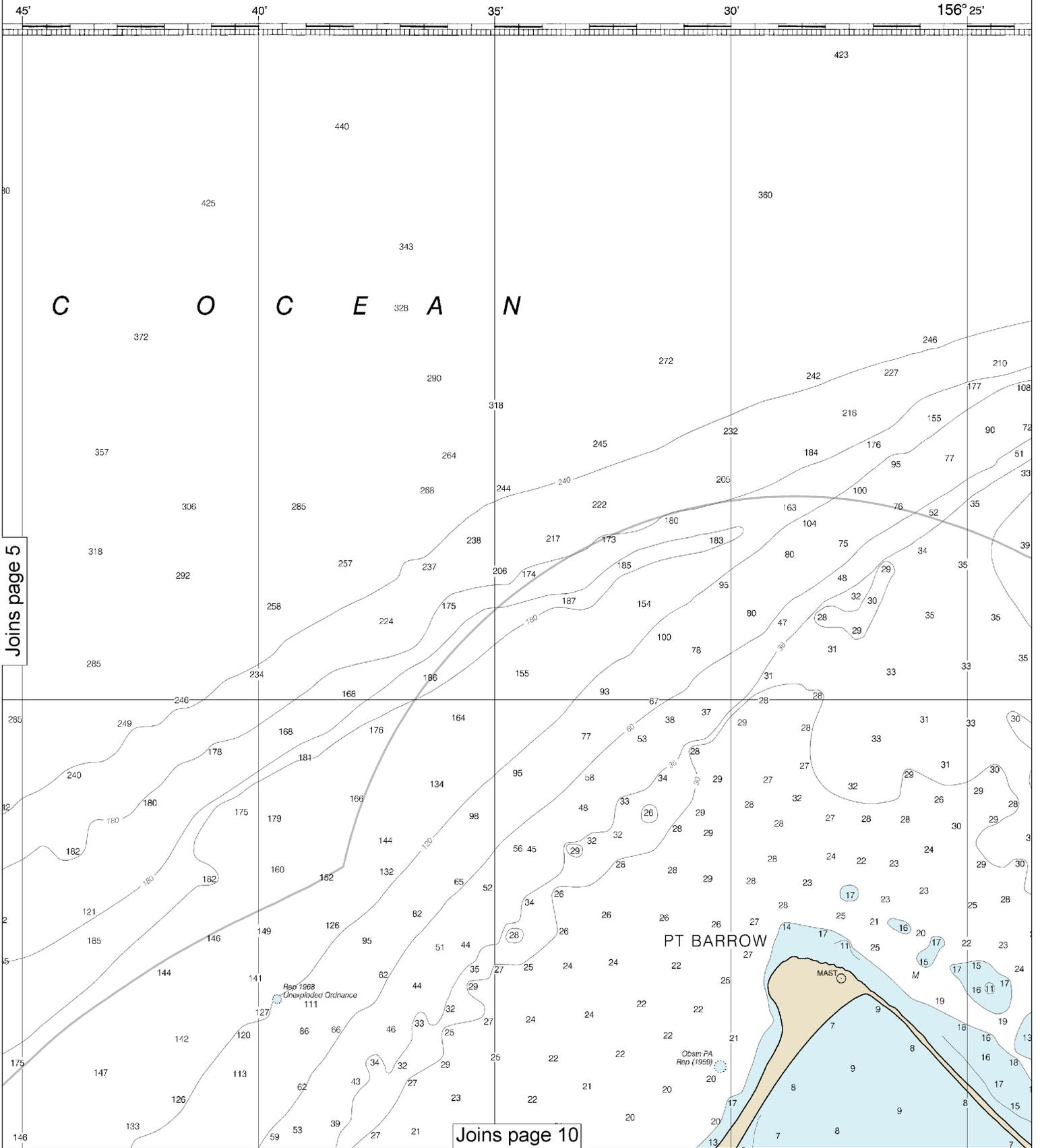
VAA WEATHER RADIO BROADCASTS
 he NOAA Weather Radio station listed
 provides continuous weather broadcasts.
 ception range is typically 20 to 40
 al miles from the antenna site, but can be
 ch as 100 nautical miles for stations at
 levations.
 v, AK KZZ-53-00 162.550 MHz

Joins page 9

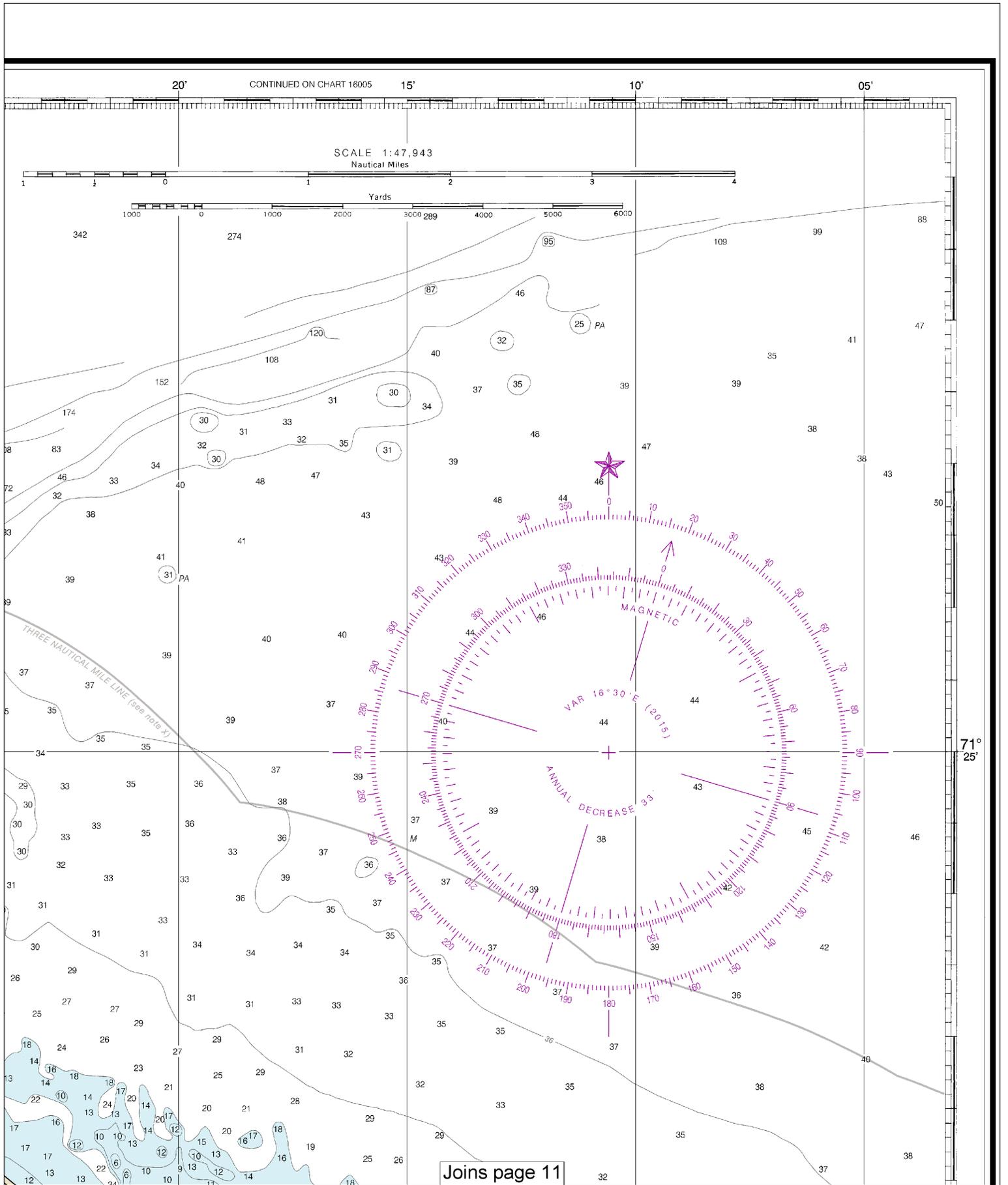
Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:63924. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

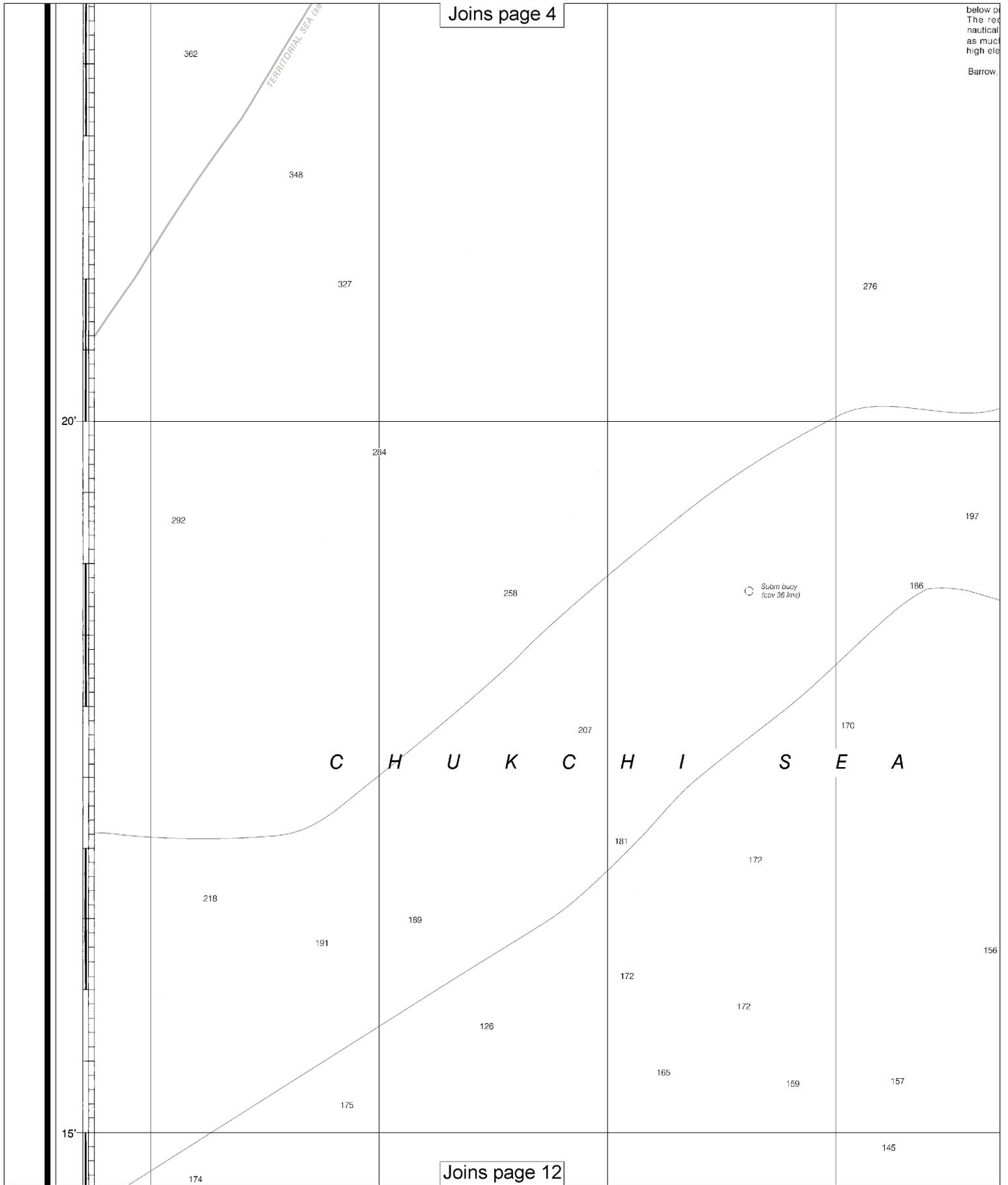




Note: Chart grid lines are aligned with true north.



Last Correction: 2/9/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



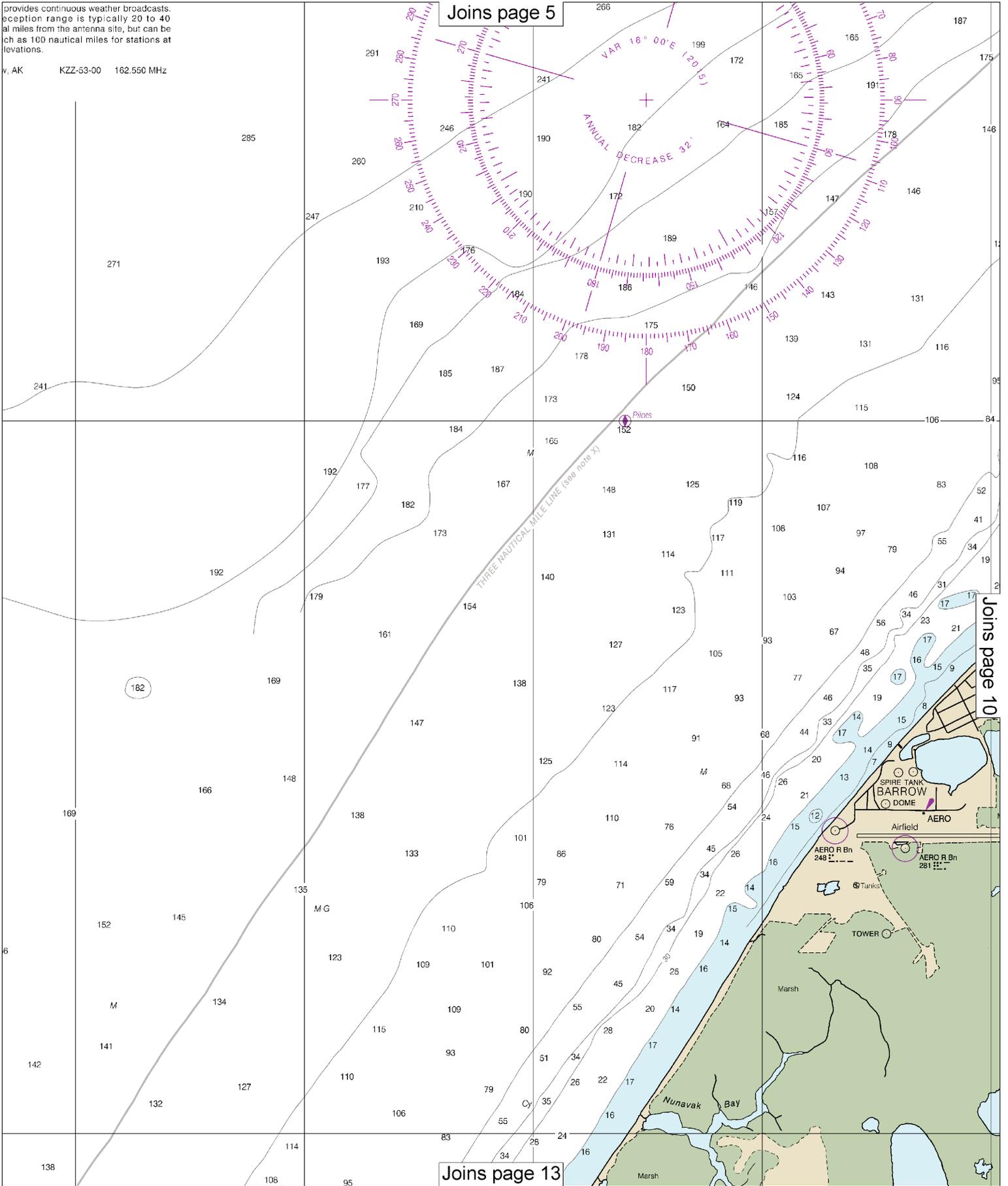
8

Note: Chart grid lines are aligned with true north.

provides continuous weather broadcasts. Exception range is typically 20 to 40 nautical miles from the antenna site, but can be as high as 100 nautical miles for stations at elevations.

W, AK KZZ-53-00 162.550 MHz

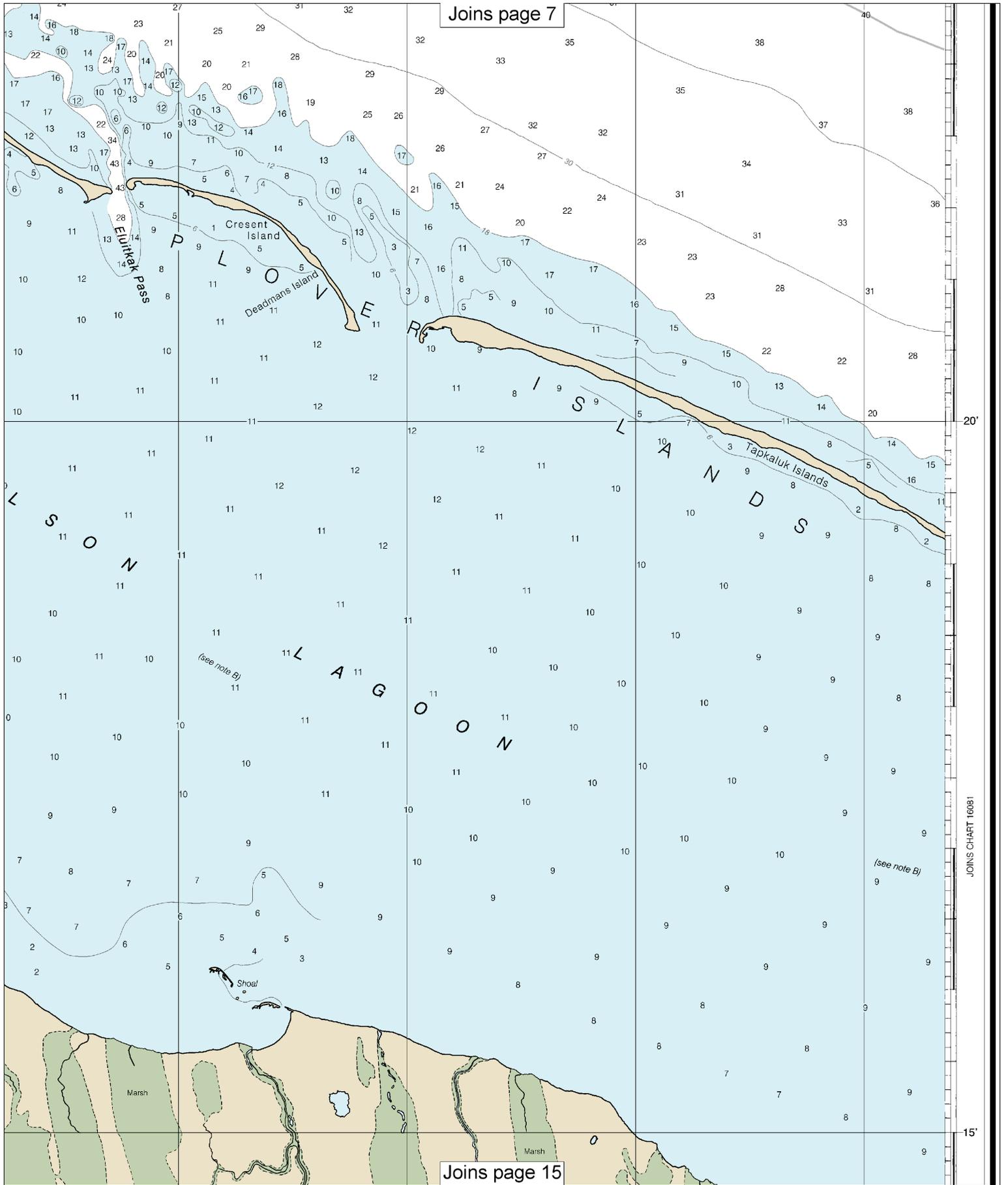
Joins page 5



Joins page 10

Joins page 13

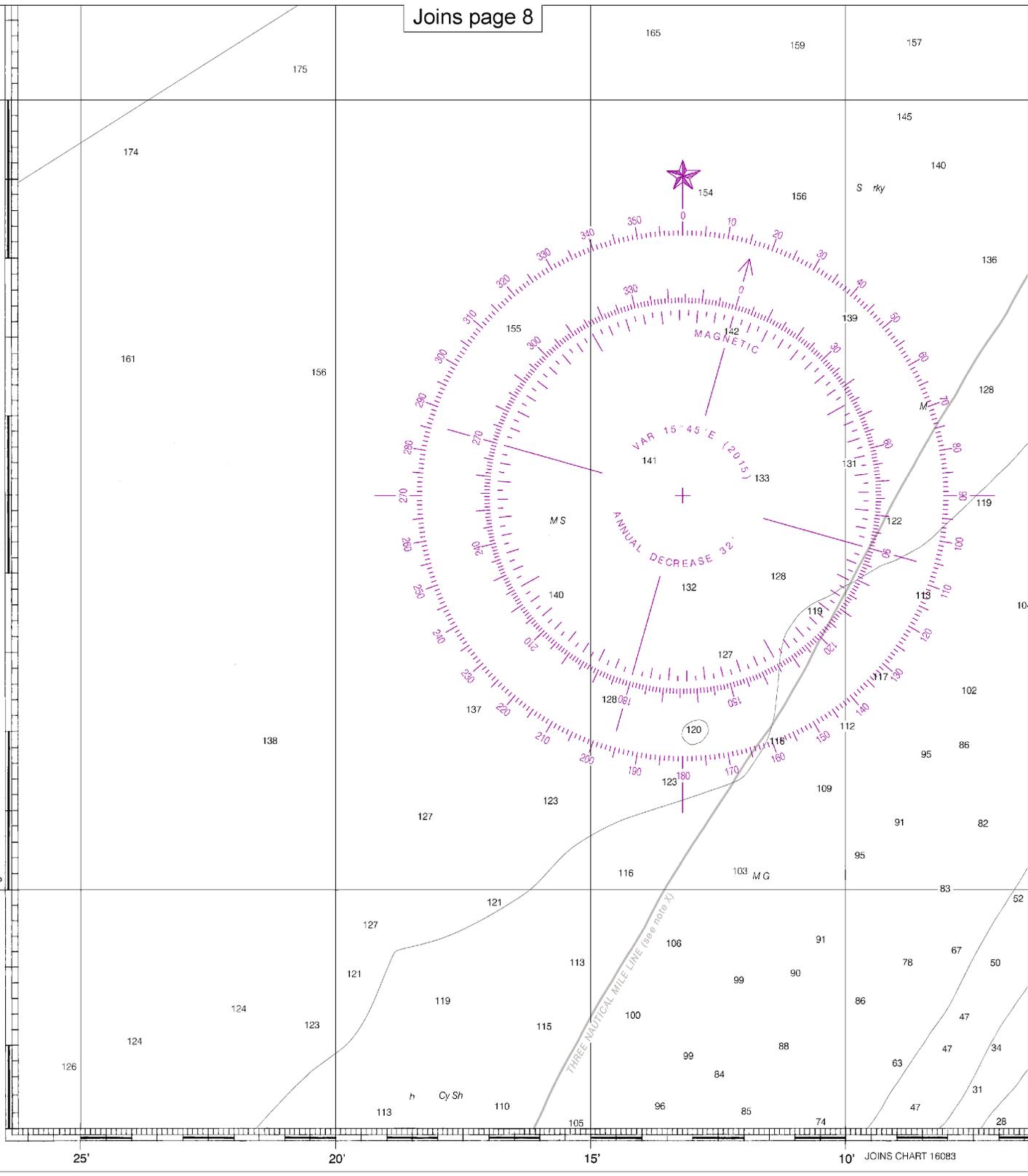
Joins page 7



Joins page 15

CONTINUED ON CHART 16005

71° 10'



JOINS CHART 16083

8th Ed., Jan. 2015

16082

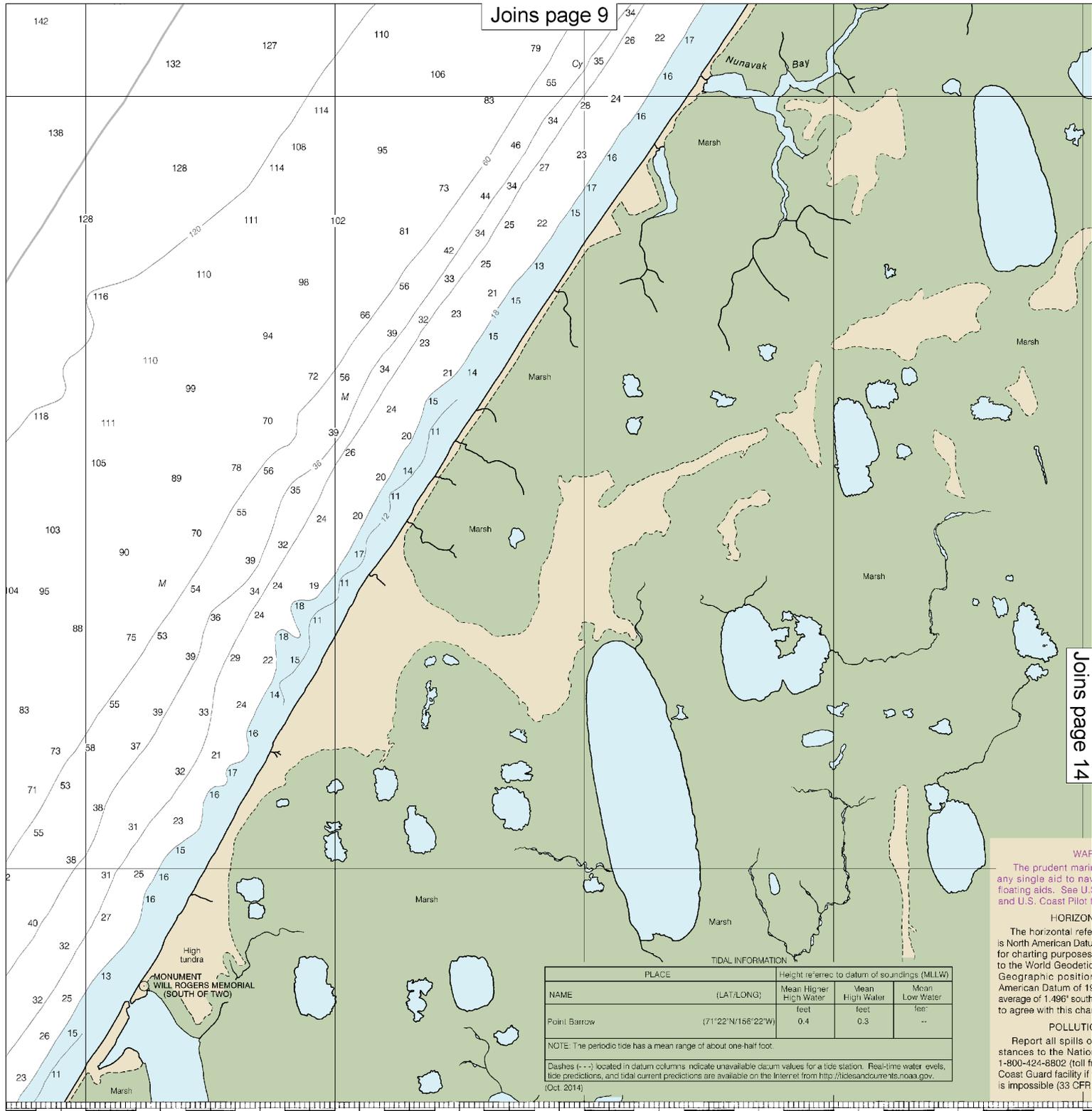
CAUTION

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.

Last Correction: 2/9/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

12

Note: Chart grid lines are aligned with true north.



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Barrow	(71°22'N/156°22'W)	0.4	0.3	--

NOTE: The periodic tide has a mean range of about one-half foot.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Oct 2014)

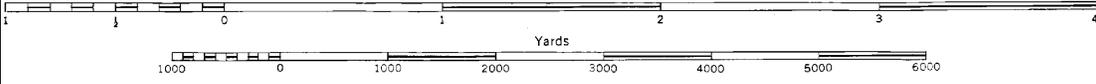
WARNING
The prudent mariner should not rely on any single aid to navigation for floating aids. See U.S. Coast Pilot and U.S. Coast Pilot.

HORIZON
The horizontal reference is North American Datum of 1983 for charting purposes to the World Geodetic System 1984 datum. Geographic position is given in North American Datum of 1983. An average of 1.496' south to agree with this chart.

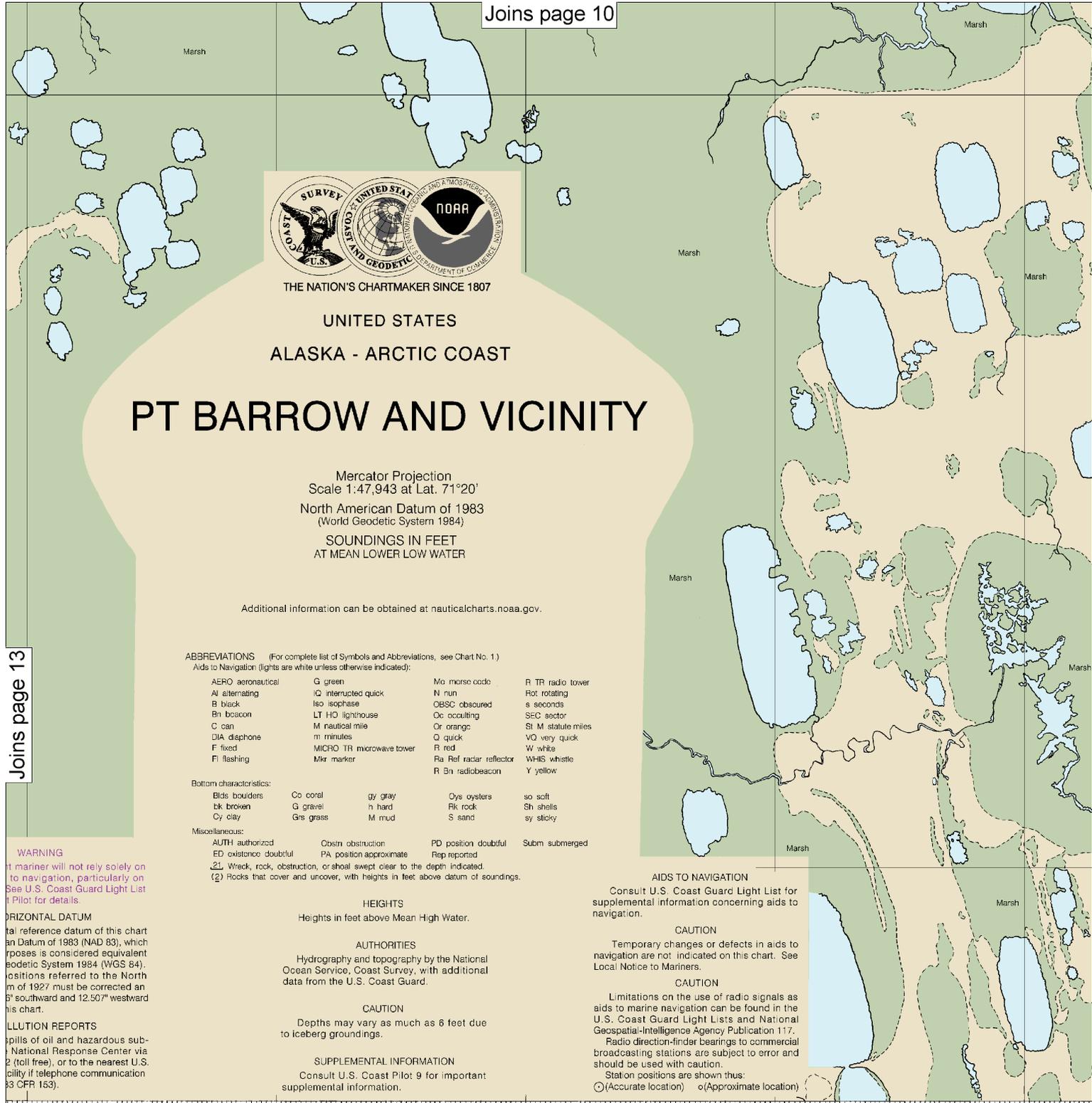
POLLUTION
Report all spills of oil or hazardous substances to the National Response Center at 1-800-424-8802 (toll free). For more information, contact the Coast Guard facility if available. If reporting is impossible (33 CFR 157.10-157.15).

05' 157° 55' 50' 45'

SCALE 1:47,943
Nautical Miles



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



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - ARCTIC COAST

PT BARROW AND VICINITY

Mercator Projection
Scale 1:47,943 at Lat. 71°20'
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.

- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1)
- Aids to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|--------------------------|--------------------|
| AERO aeronautical | G green | Mo Morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N run | Rot rotating |
| B black | IsO isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VO very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Refl raclar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oye oysters | so soft |
| BK broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

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

CAUTION
Depths may vary as much as 8 feet due to iceberg groundings.

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.

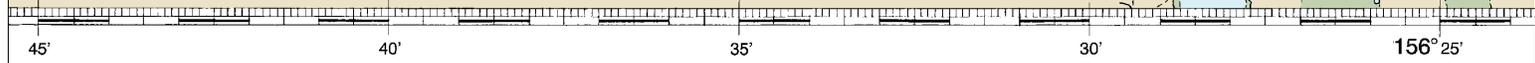
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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)

WARNING
Mariner will not rely solely on this chart for navigation, particularly on the U.S. Coast Guard Light List Pilot for details.

HORIZONTAL DATUM
The reference datum of this chart is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Positions referred to the North American Datum of 1927 must be corrected an 8' southward and 12.507" westward from this chart.

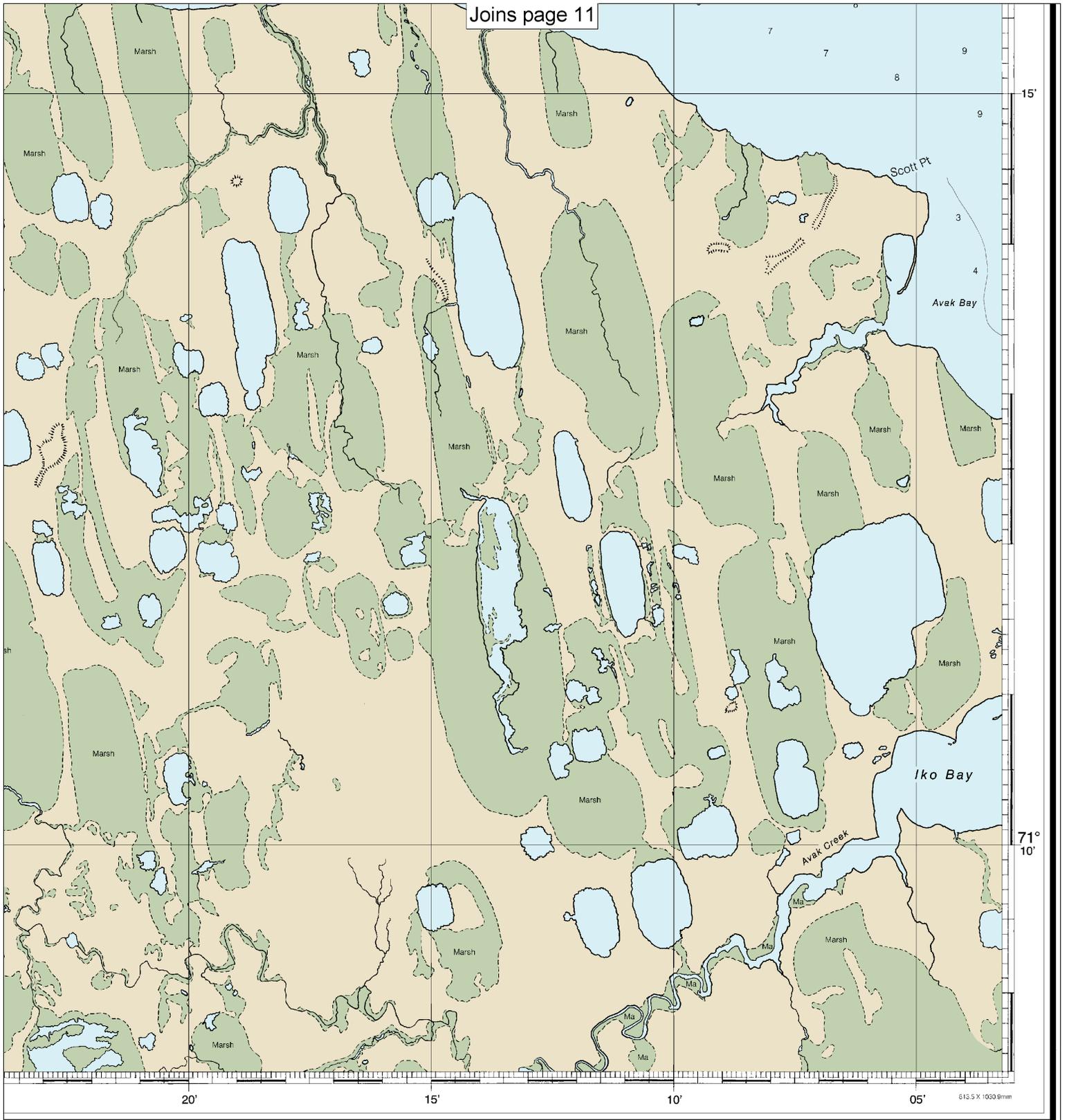
POLLUTION REPORTS
Reports of oil and hazardous substances should be reported to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard office if telephone communication is not possible (46 CFR 153).



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

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.



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

Pt Barrow and Vicinity
SOUNDINGS IN FEET - SCALE 1:47,943

16082



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.