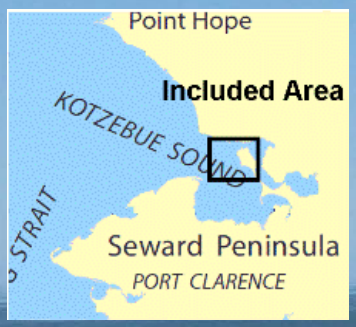
BookletChart™

Kotzebue Harbor

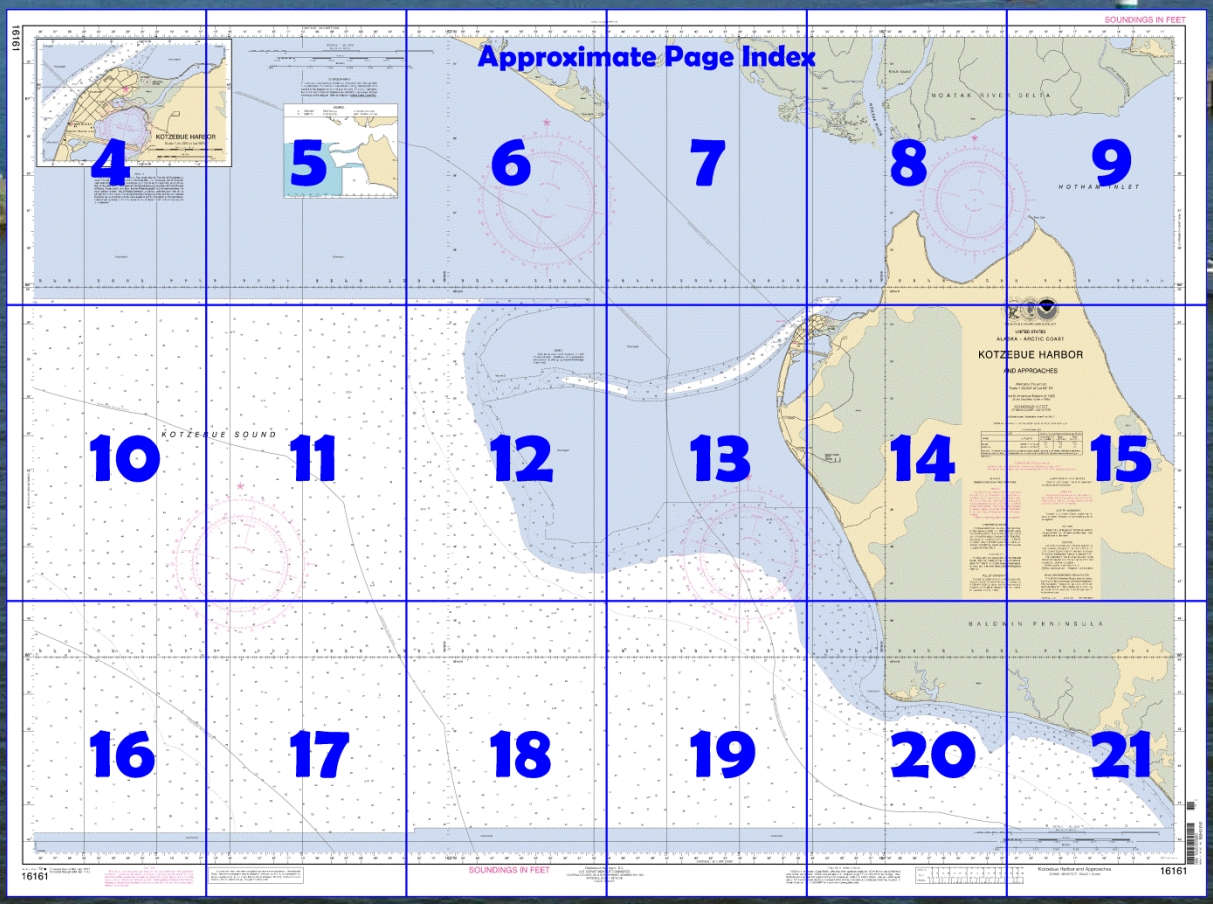
NOAA Chart 16161

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.

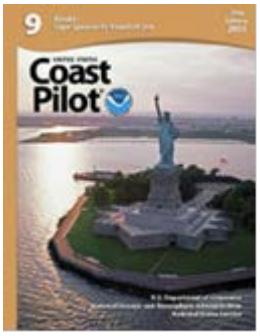
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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/coastpilot_w.php?book=9.

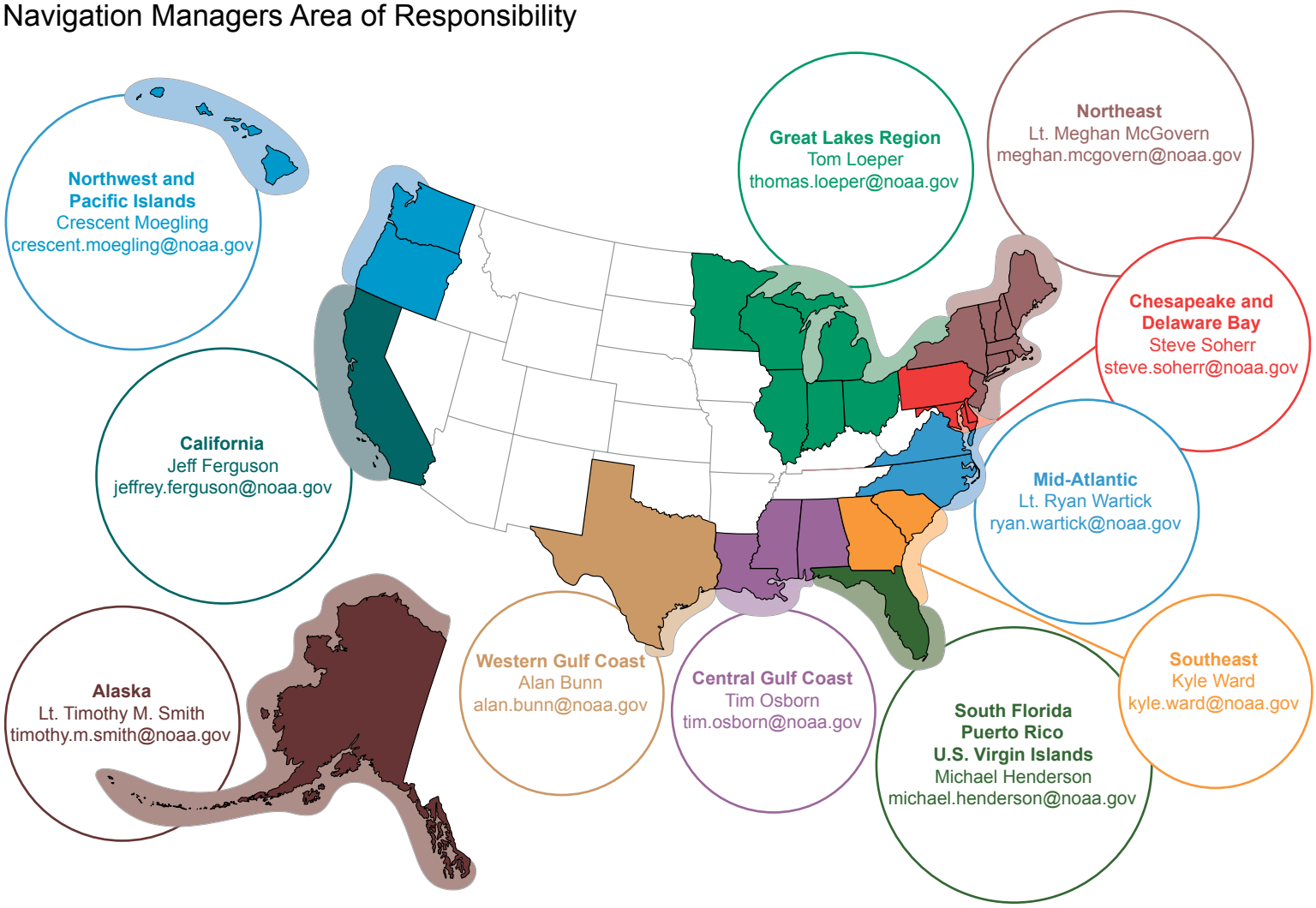


(Selected Excerpts from Coast Pilot)
The Arctic coast is mostly low, especially to the N of **Cape Lisburne**. The principal landing places are **Kotzebue** and **Barrow**.
All waters of the **Chukchi Sea** and **Kotzebue Sound** inside a line extending from **Cape Prince of Wales** three miles due west (270° true) to a point approximately 65°38' north latitude, 168°15' west longitude; then due north (0° true) to a point approximately 66°27' north latitude, 168°15' west longitude; then 59° true to a point approximately 66°45' north latitude, 167°02' west longitude; then due east (90° true) to a point approximately 12 miles off the coast of **Cape Espenberg** at the intersection with a line drawn from Cape Espenberg to **Cape Krusenstern**, approximate position 66°45' north latitude, 163°40' west longitude; then to Cape Krusenstern; then to **Point Hope**; Kotzebue Sound, at the NE end of Seward Peninsula, is entered between Cape Espenberg and Cape Krusenstern, 33 miles to the N; depths are 6 to 9 fathoms throughout most of the sound.
The 30-mile W side of **Kotzebue Sound** from Cape Espenberg S is relatively shallow, with depths of 3 fathoms as far as 5 miles from shore; the land on this side is mostly low but a small hill is conspicuous about halfway between the cape and the S shore.
The 45-mile S shore of Kotzebue Sound proper is higher, rockier, and bolder than the W shore; inshore depths too are greater, with 4 and 5 fathoms quite close to the promontories. **Cape Deceit Light** (66°05'57"N., 162°45'02"W.), 200 feet (61.0 m) above the water, is shown seasonally from a skeleton tower with a red and white diamond-shaped daymark on the extremity of Cape Deceit, which is halfway along the S shore.
Deering, on the E side of Cape Deceit, has a school, stores, and radio communication; anchorage is available in depths of 5 fathoms 1 mile E of Cape Deceit Light.
Kiwalik Lagoon, in the SE corner of Kotzebue Sound, is shallow and has a mud bottom. A narrow channel winds through the lagoon to **Kiwalik River** which can be navigated only with local knowledge. Shallow-draft boats can operate in the lagoon during periods of high water, but the lagoon is almost dry when the water is lowered by adverse winds.
Kiwalik, on the gravel spit on the W side of the lagoon entrance, has a rough landing strip that will accommodate small planes. Candle, about 6 miles upriver from Kiwalik, has stores, a school, and a gravel airstrip.
Spafarief Bay, also in the SE corner of Kotzebue Sound but N of Kiwalik Lagoon, has depths of 3 to 5 fathoms.
Kotzebue is located on **Baldwin Peninsula** near the mouths of the **Kobuk and Noatak Rivers**, about 11 miles N of **Cape Blossom** and on the outer S side of **Hotham Inlet** entrance. It is the second largest city in Arctic Alaska and is the shipping and transportation hub for the Northwest Arctic Borough. Kotzebue has a school, a hospital, hotels, stores, gas stations, churches, banking facilities, and an airport. The airport has radiotelephone communication and is marked by an aero-light and an aero-radiobeacon. There is a heavily trafficked harbor E of town with a pier in good condition. Vessels of less than 6-foot draft can reach the town with local knowledge. The channel shifts and is difficult to follow. Seasonal buoys mark the entrance channel. Local pilots are available. Kotzebue is served by Northland Towing and Crowley Marine. Crowley maintains a fuel farm at Kotzebue from which its tugs and barges conduct resupply runs to other Arctic villages.
Deep-draft vessels approach Kotzebue as closely as possible and lighter their freight ashore. The usual anchorage for deep-draft vessels is in depths of 5 to 6 fathoms 3 to 6 miles SW of Cape Blossom; protection is afforded from N and E winds. The trip by small boat from the anchorage to Kotzebue is about 15 miles and over many sandbars that are constantly shifting; local pilotage is advised.
In 1967, a merchantman reported anchoring about 10 miles W of Kotzebue on the following bearings: Kotzebue aero radiobeacon tower, marked with a fixed red light and an alternating flashing green and white light, 078°; microwave "horns" or antennae, in about 66°50'N., 162°32'W., 094°; Cape Blossom, 121°; **Igichuk Hills**, 000°; and the left tangent of Cape Krusenstern (false cape), 325°. Caution is advised as vessels in this anchorage may be subject to ice damage during W winds.

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 Managers Area of Responsibility

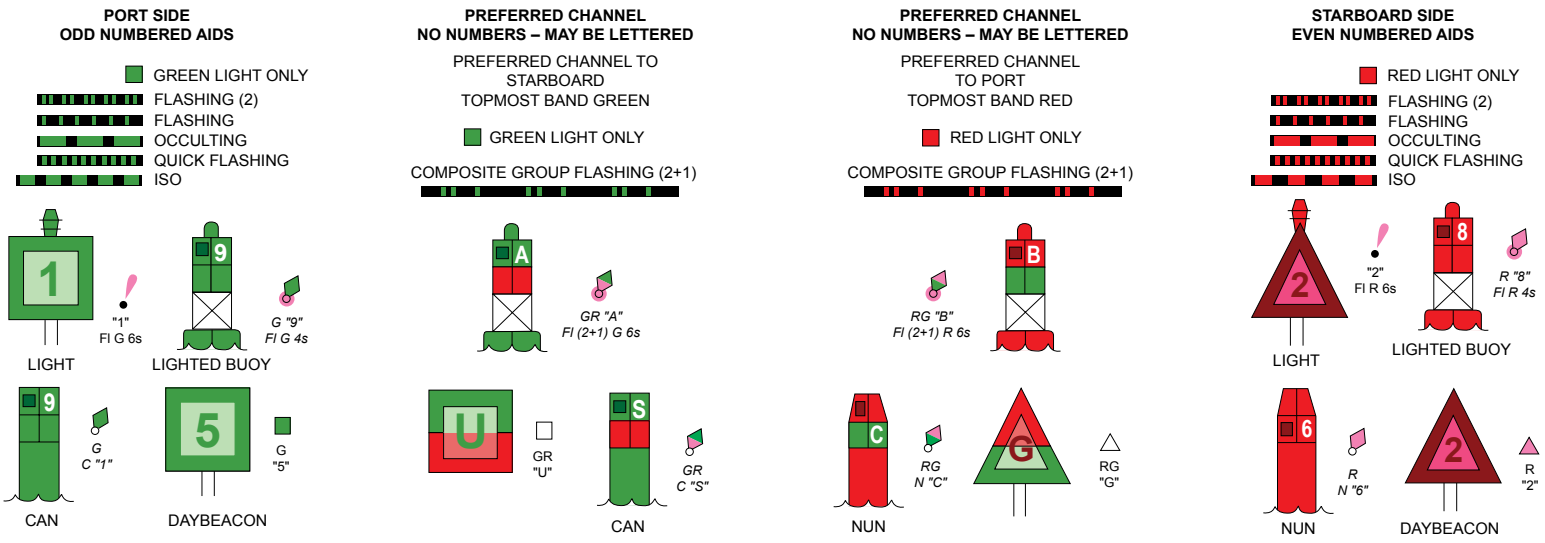


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

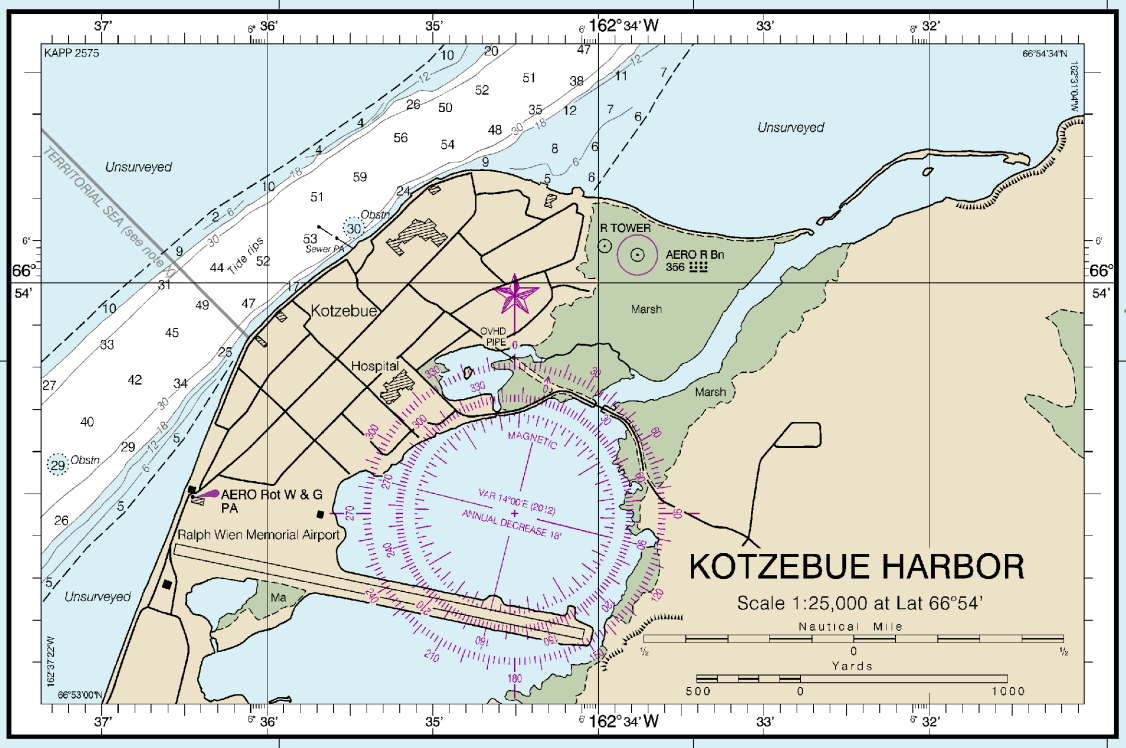
Lateral System As Seen Entering From Seaward

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*

16161



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.

Unsurveyed

Joins page 10

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.

CONTINUED ON CHART 16005

SCALE 1:50,000

Nautical Miles

Yards

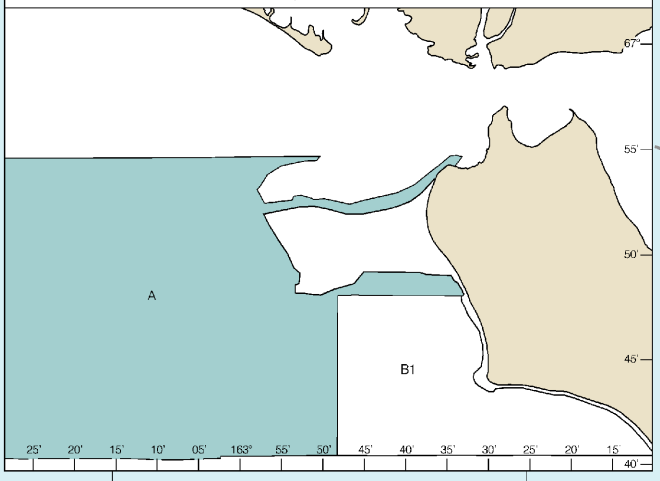
Meters

SOURCE DIAGRAM

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

SOURCE

A	1990-2011	NOS Surveys	full bottom coverage
B1	1990-2011	NOS Surveys	partial bottom coverage



Marsh

Marsh

Unsurveyed

163°W

163°00'W

66°55'N

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:66666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

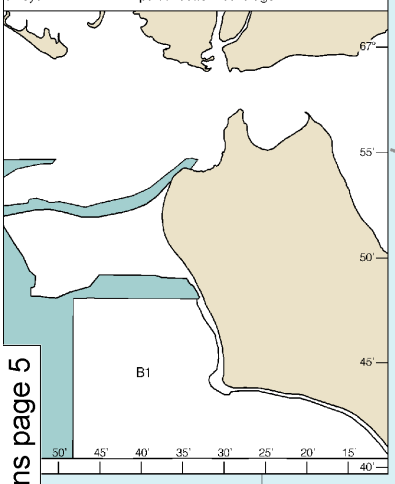
16005

08' 07' 06' 05' 04' 03' 02' 01' 163°W 59' 58' 57' 56' 55' 54' 53' 52' 51' 50'

CALE 1:50,000
Nautical Miles
2 3 4
Yards
000 3000 4000 5000 6000
Meters
00 3000 4000 5000 6000

OURCE DIAGRAM
nt the limits of the most recent hydrographic
een evaluated for charting. Surveys have been
ate and type of survey. Channels maintained
Engineers are periodically resurveyed and are
Refer to Chapter 1, United States Coast Pilot.

SOURCE
urveys full bottom coverage
urveys partial bottom coverage



Joins page 5

Marsh
Marsh
Marsh
Sheshalik

01'
59'
58'
57'
56'
54'

MAGNETIC
VAR 14°00'E (2012)
ANNUAL DECREASE 17'

Unsurveyed

163°00'W

66°55'N

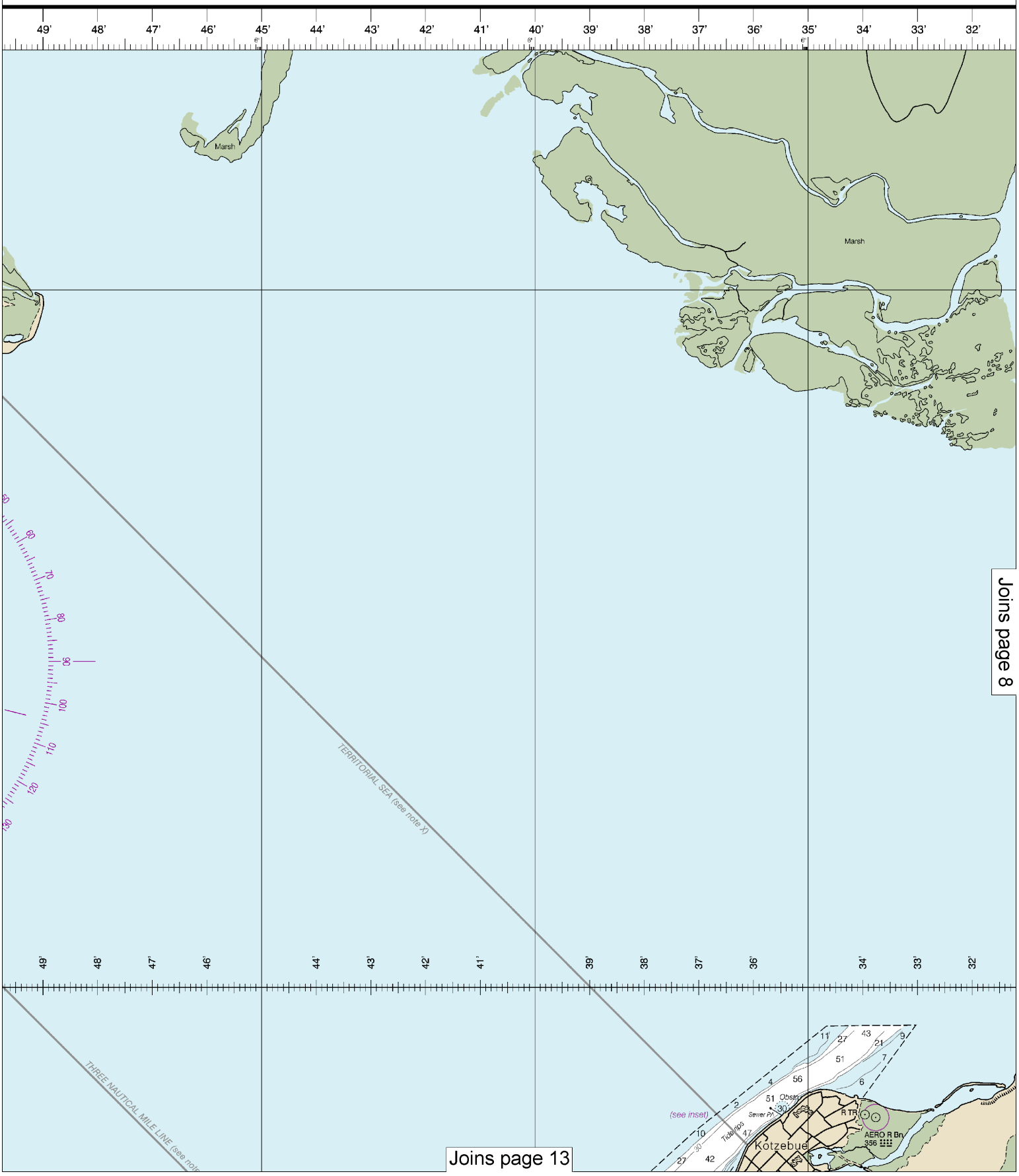
Joins page 12

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.



Last Correction: 9/11/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

Note: Chart grid lines are aligned with true north.

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

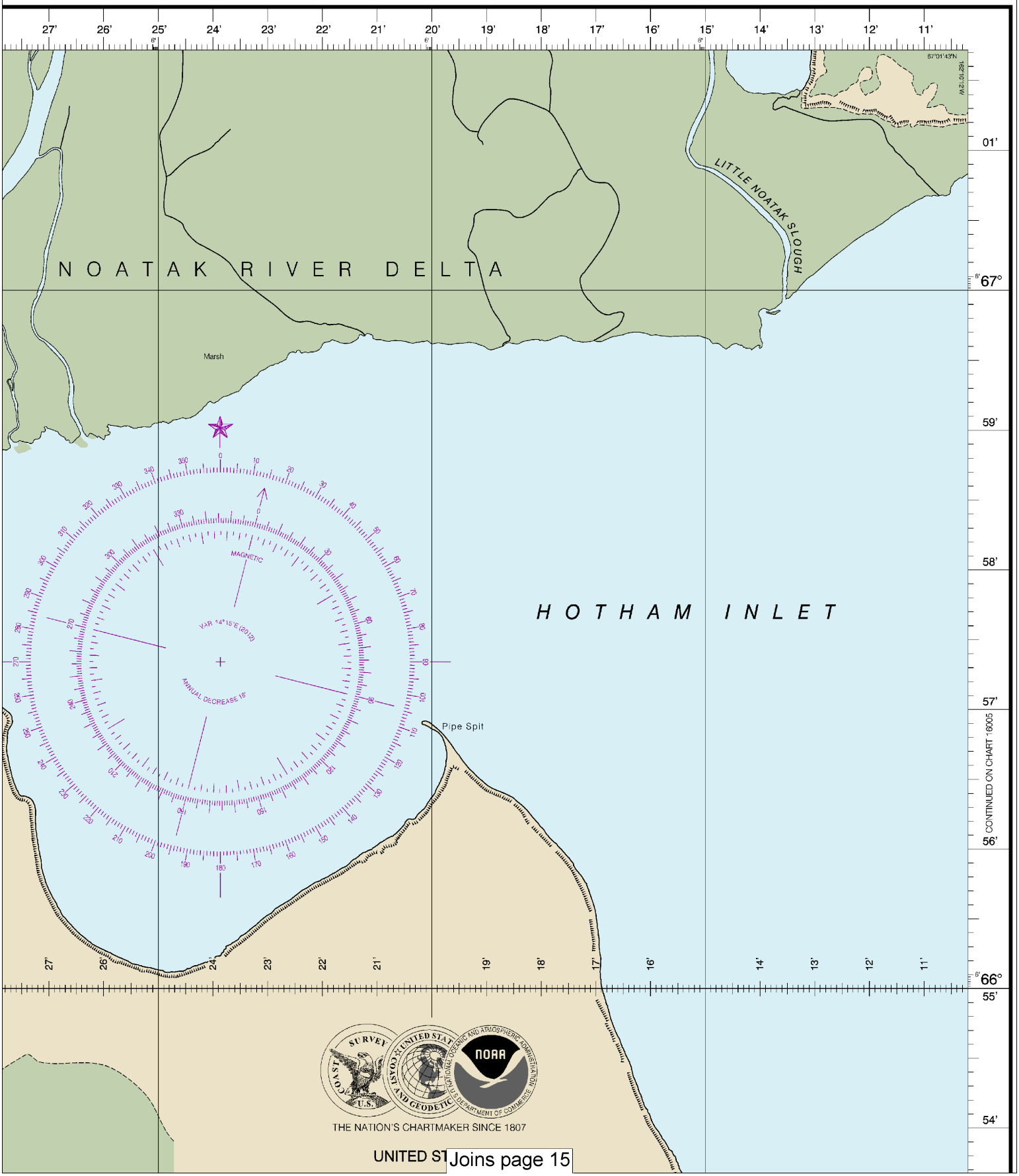
Nautical Miles

1 0 1 2 3 4

Yards

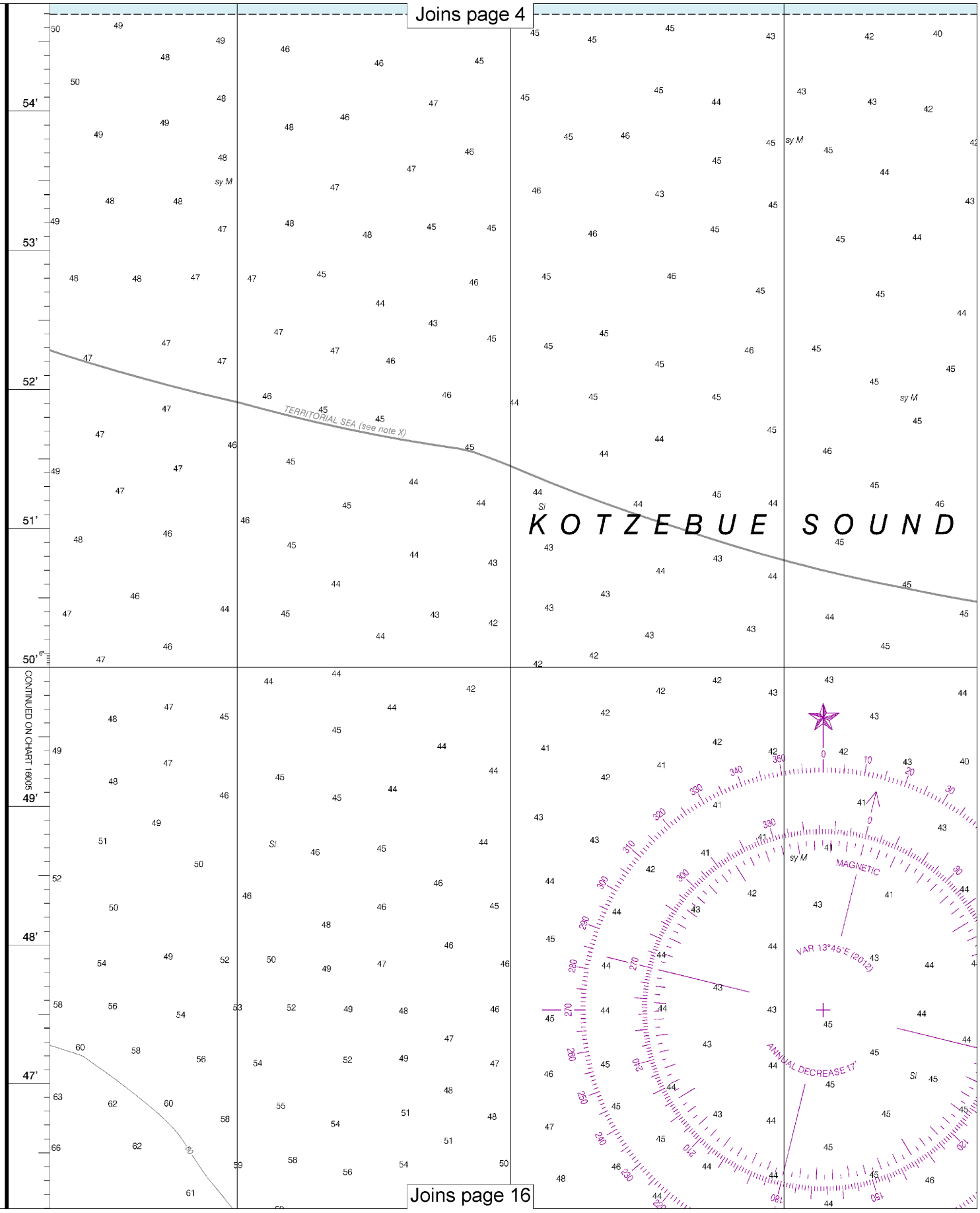
1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



Joins page 15

Joins page 4



Joins page 16

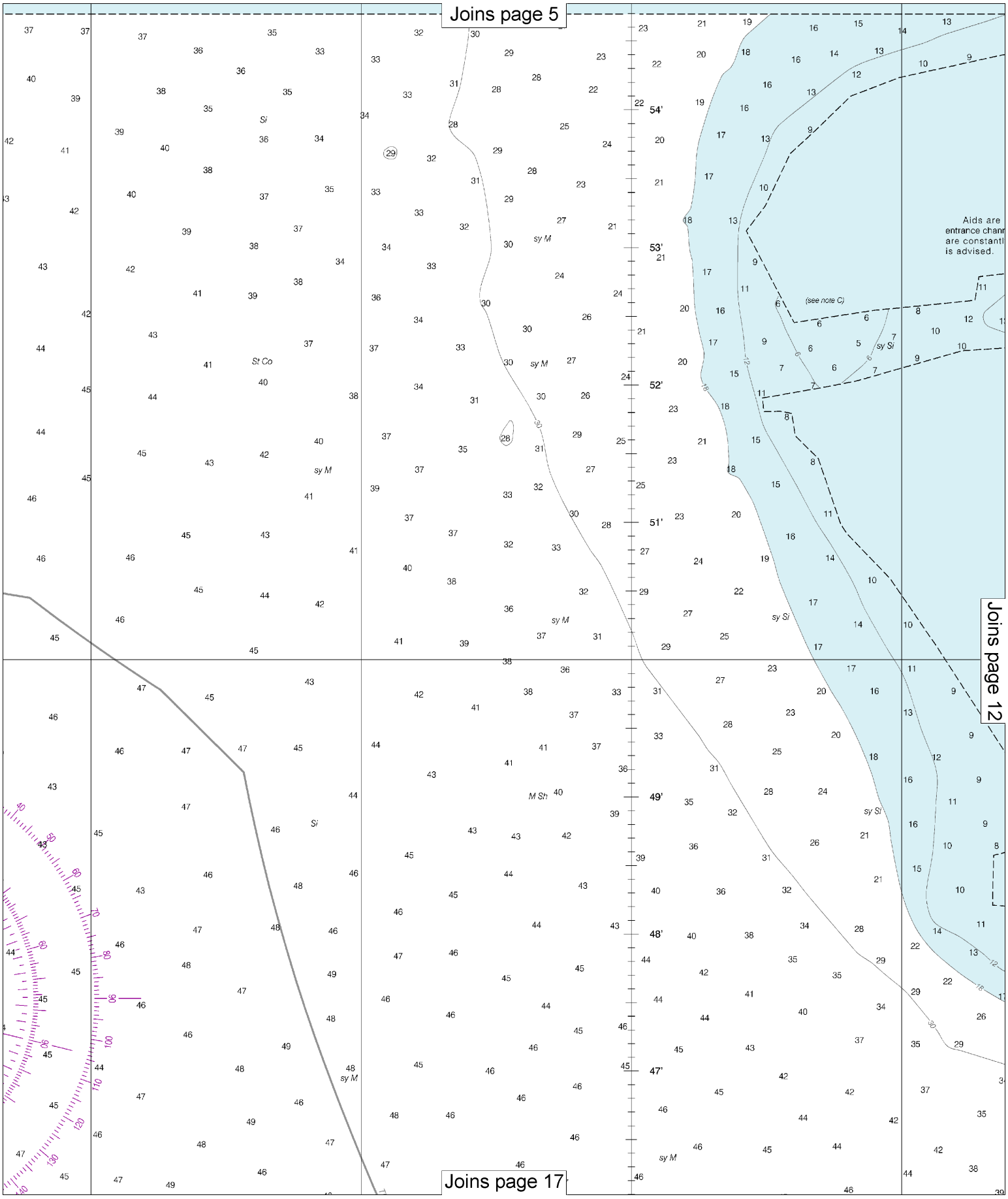
Note: Chart grid lines are aligned with true north.

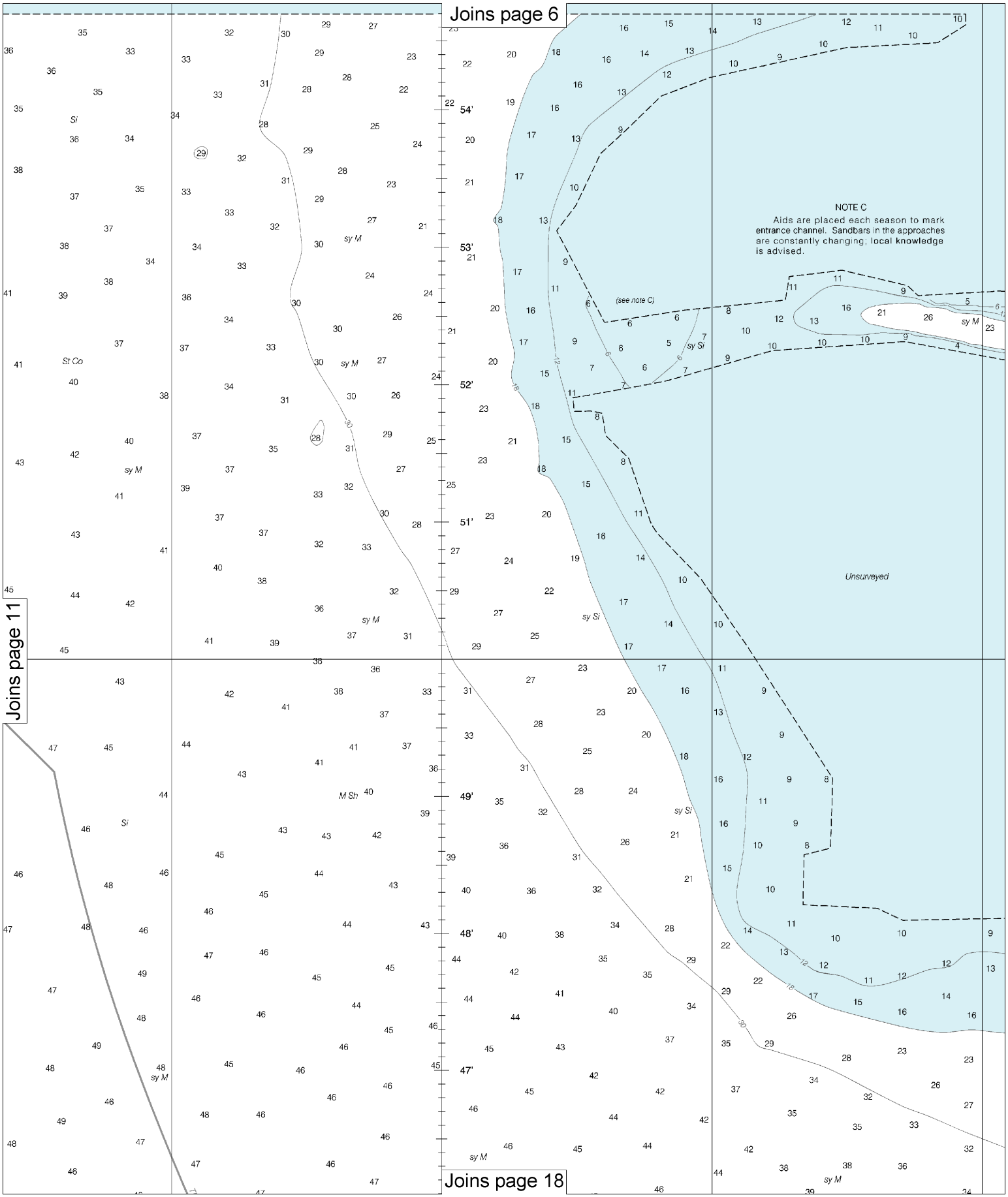
Printed at reduced scale. ~~SCALE 1:50,000~~

Nautical Miles: 1 0 1 2 3 4

Yards: 1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Aids are
entrance chann
are constantl
is advised.
(see note C)
St Co
sy M
sy Si
M Sh
Si
54'
53'
52'
51'
49'
48'
47'



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

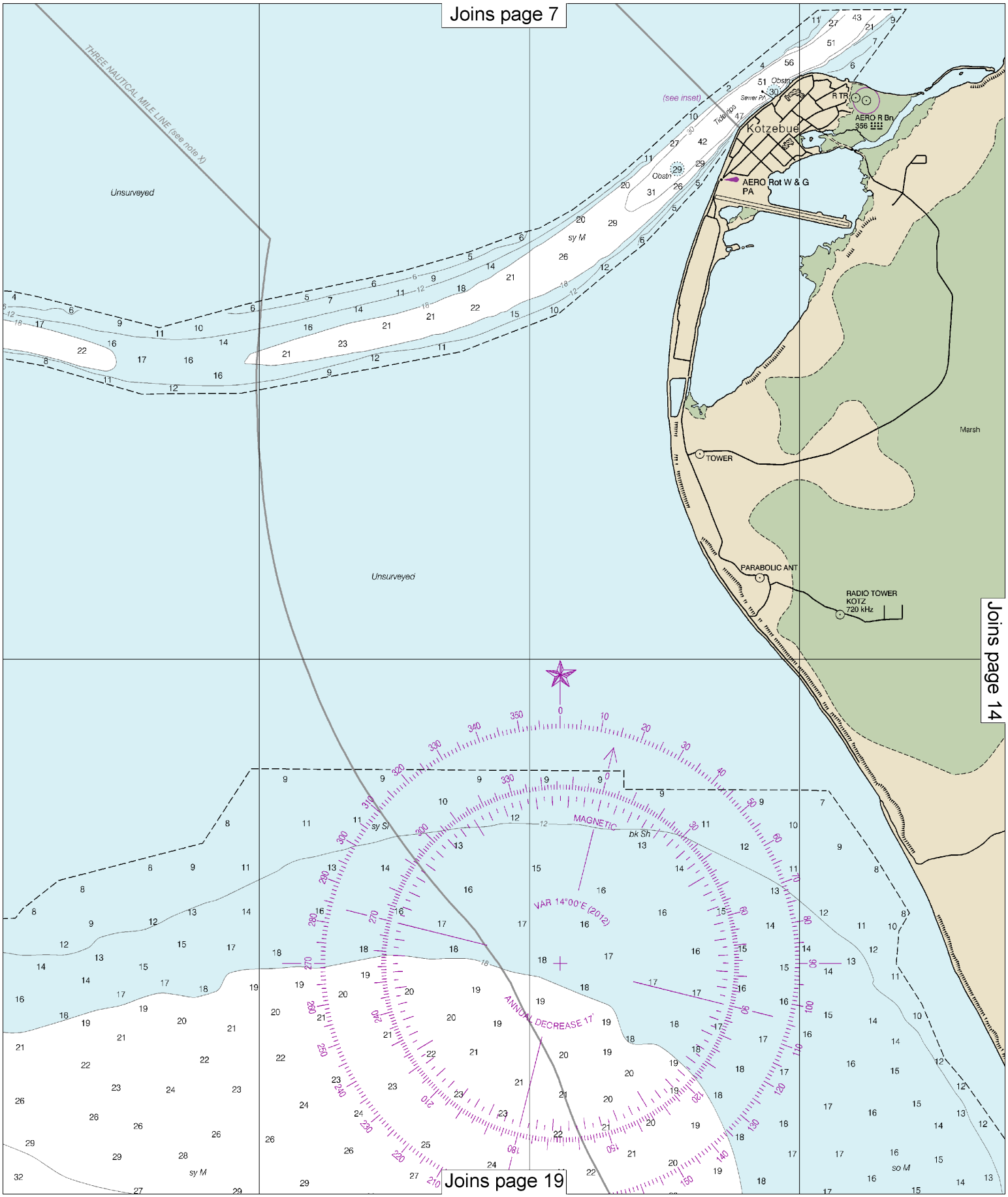
Nautical Miles

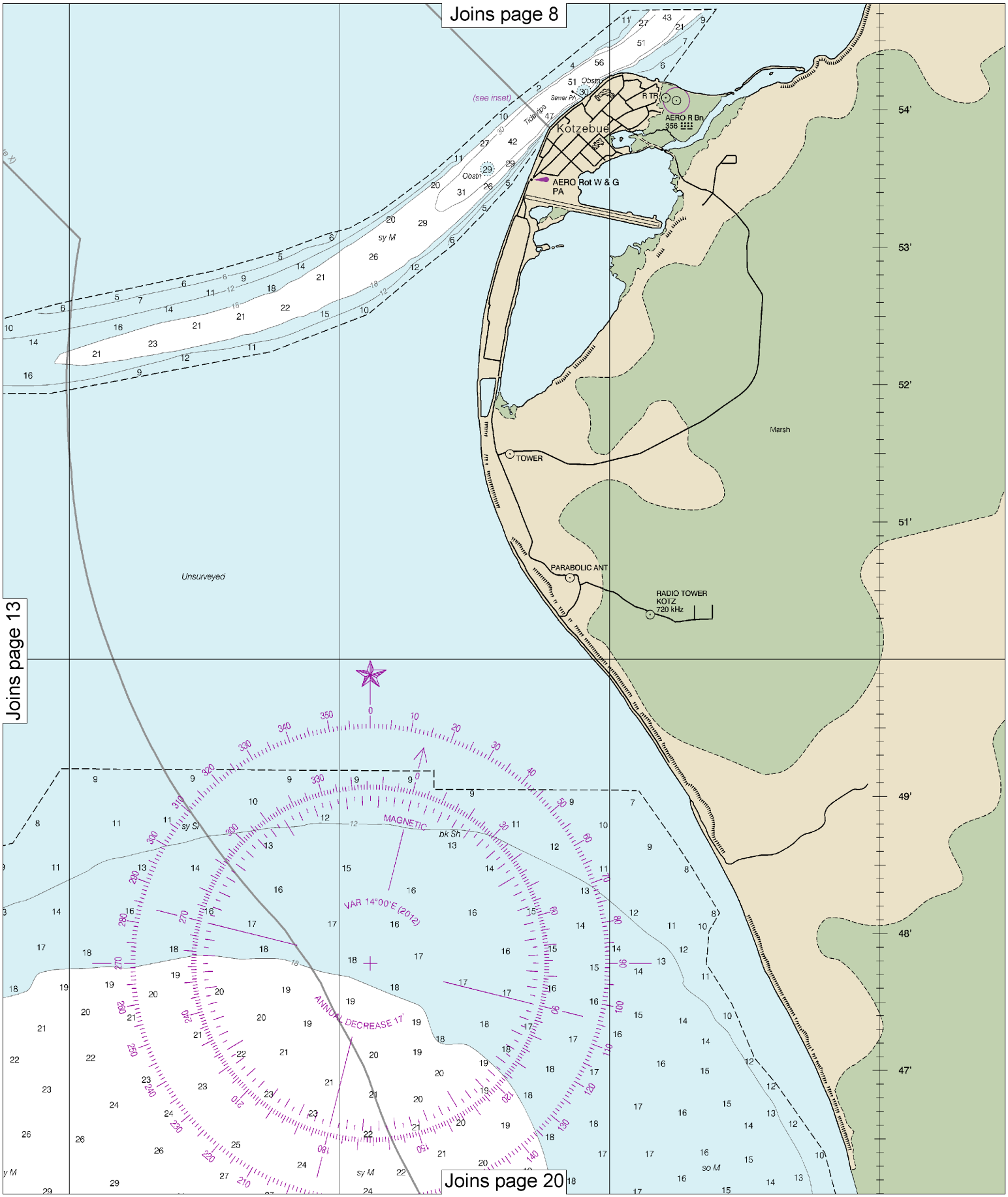
1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.


Joins page 7
THREE NAUTICAL MILE LINE (see note X)
Unsurveyed
(see inset)
Kotzebue
Obstn
Sewer PA
R TR
AERO R Bn
356
AERO Rot W & G
PA
Marsh
TOWER
PARABOLIC ANT
RADIO TOWER
KOTZ
720 kHz
Unsurveyed
sy M
sy Sl
bk Sh
MAGNETIC
VAR 14°00'E (2012)
ANNUAL DECREASE 17'
so M
Joins page 14
Joins page 19



14

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

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - ARCTIC COAST

KOTZEBUE HARBOR

AND APPROACHES

Mercator Projection
Scale 1:50,000 at Lat 66° 54'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

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
Kiwalik	(66°08'N/161°52'W)	2.7	2.4	0.3
Kotzebue	(66°54'N/162°35'W)	0.8	0.7	0.1

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.

(Mar 2012)

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.

HEIGHTS

Heights in feet above Mean High Water.

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.

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 2.592" southward and 10.772" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

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).

SUPPLEMENTAL INFORMATION

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

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.

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) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Kotzebue, AK	KWN-30	162.550 MHz

Marsh

Marsh

54'

53'

52'

51'

6"

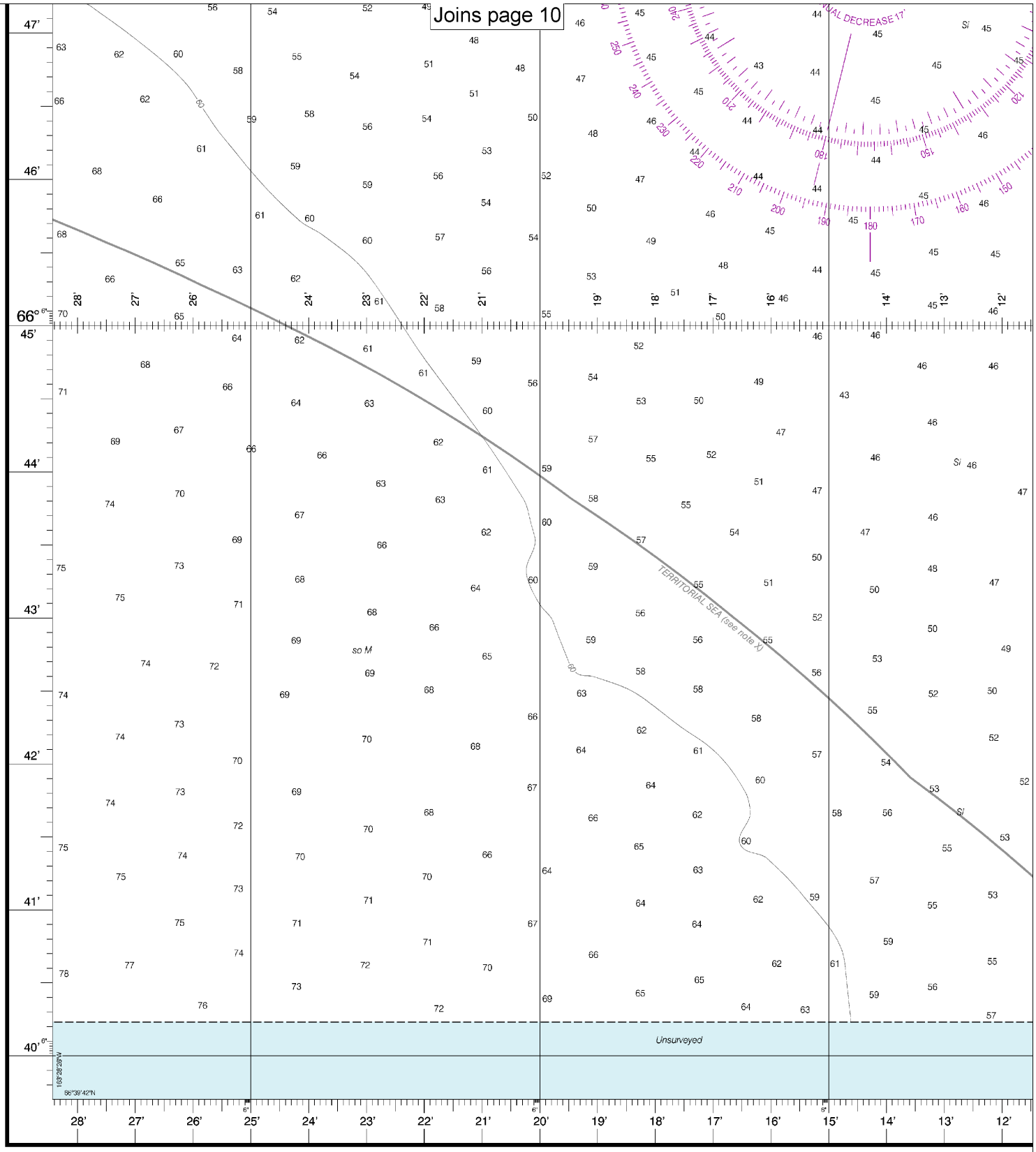
50'

49'

48'

47'

Joins page 21



1st Ed., Apr. / 12

16161

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.

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

Last Correction: 9/11/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

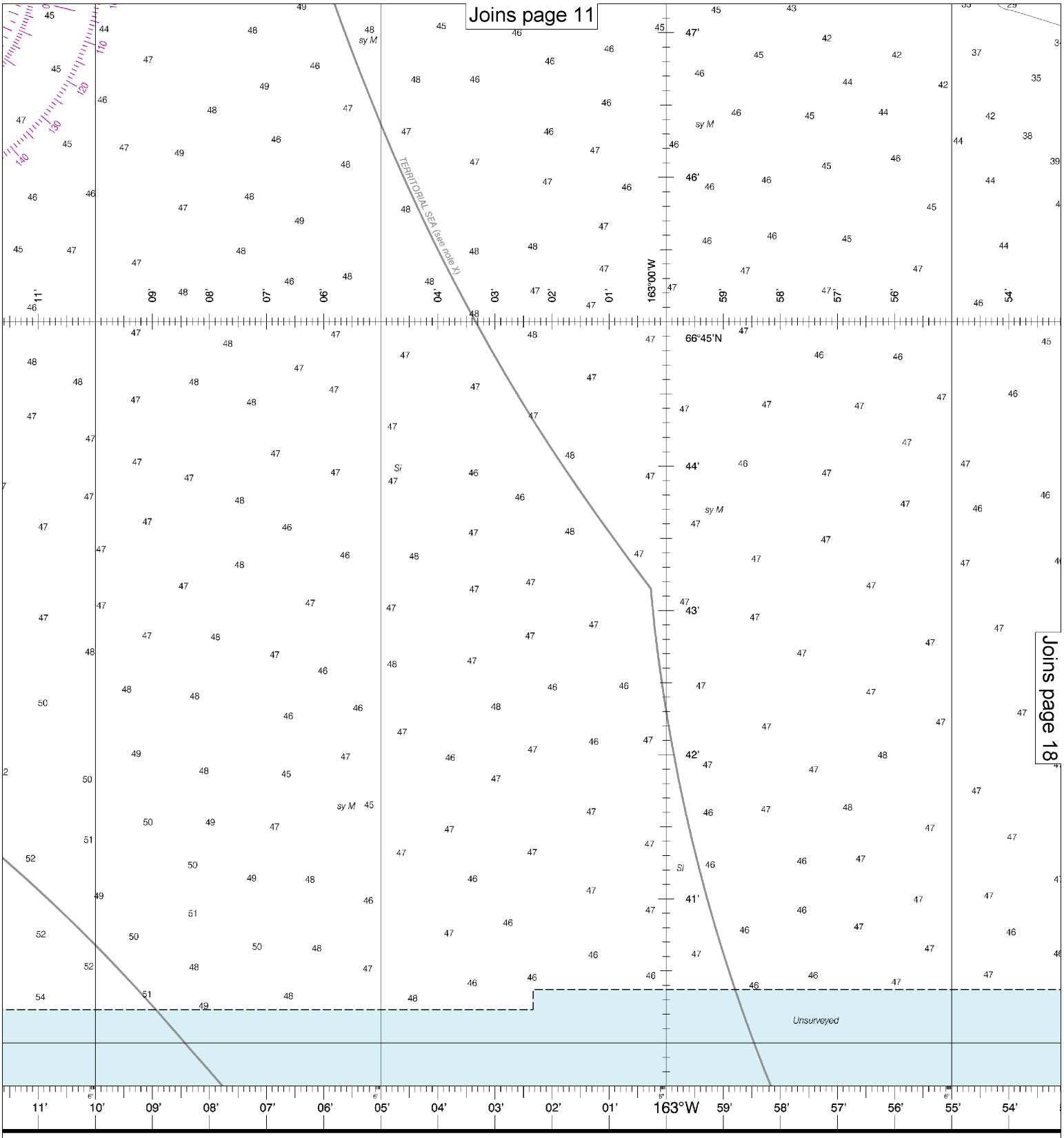
Note: Chart grid lines are aligned with true north.

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

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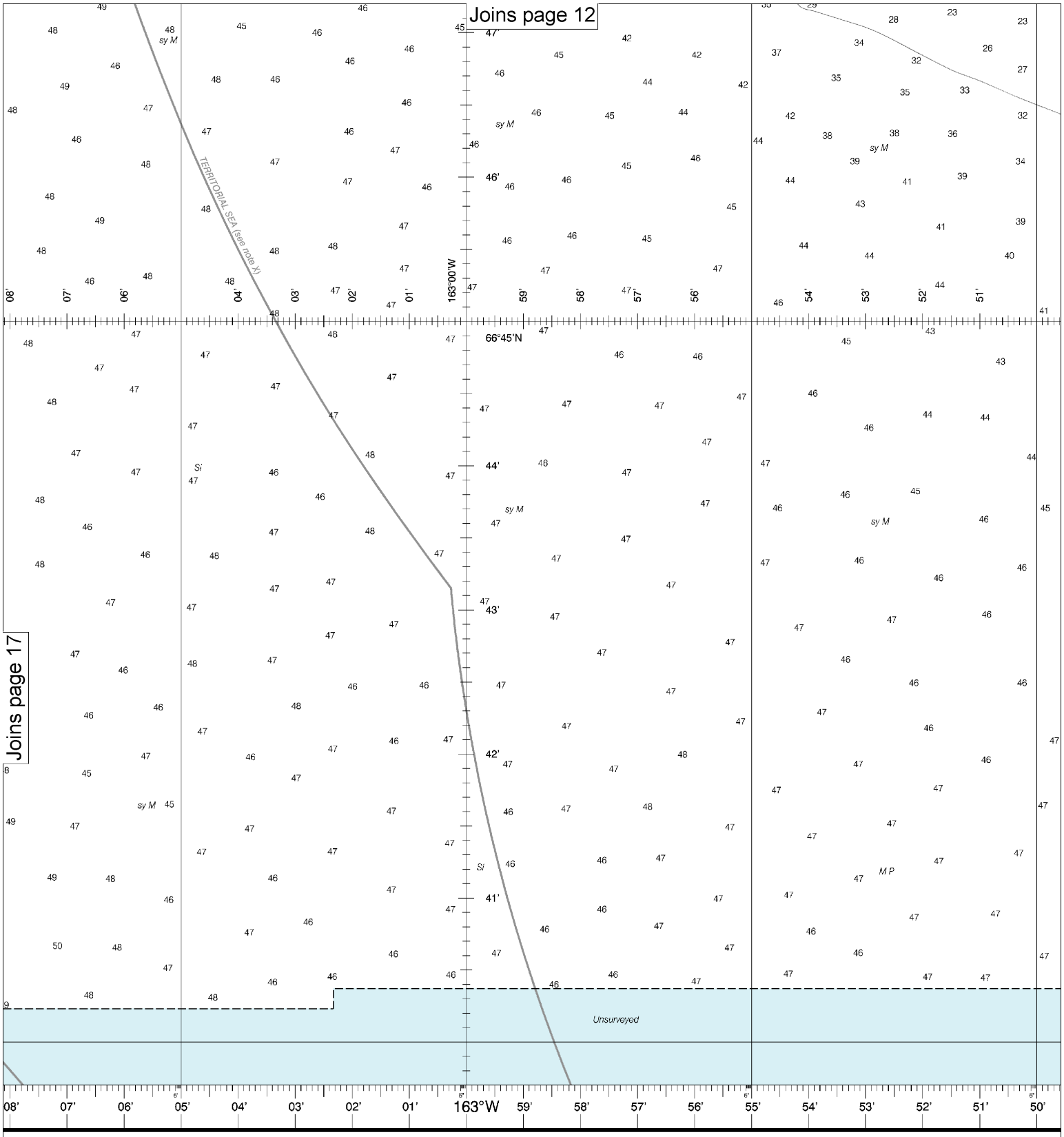

SOUNDINGS IN FEET

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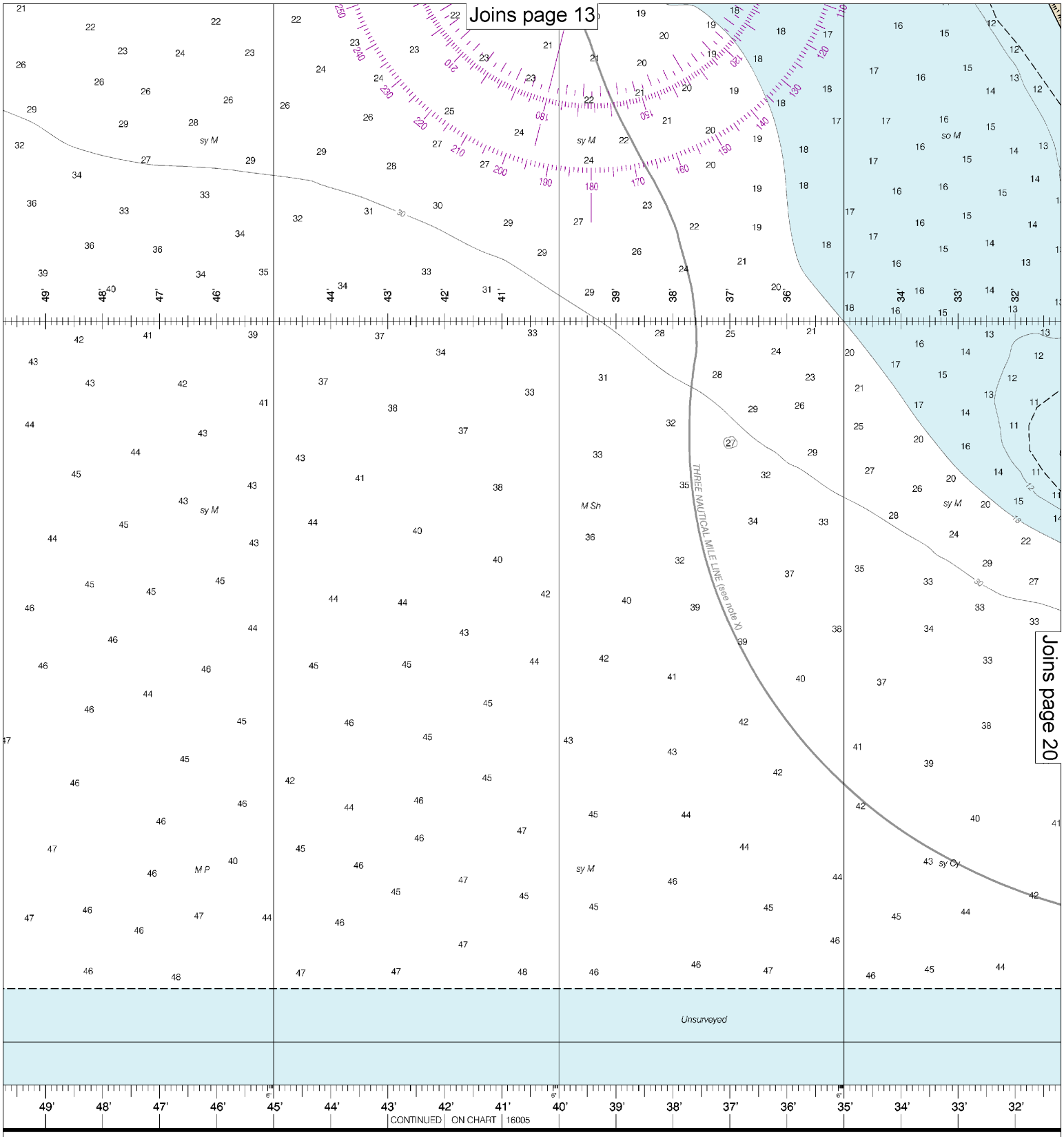
Note: Chart grid lines are aligned with true north.

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.



at Washington, D.C.
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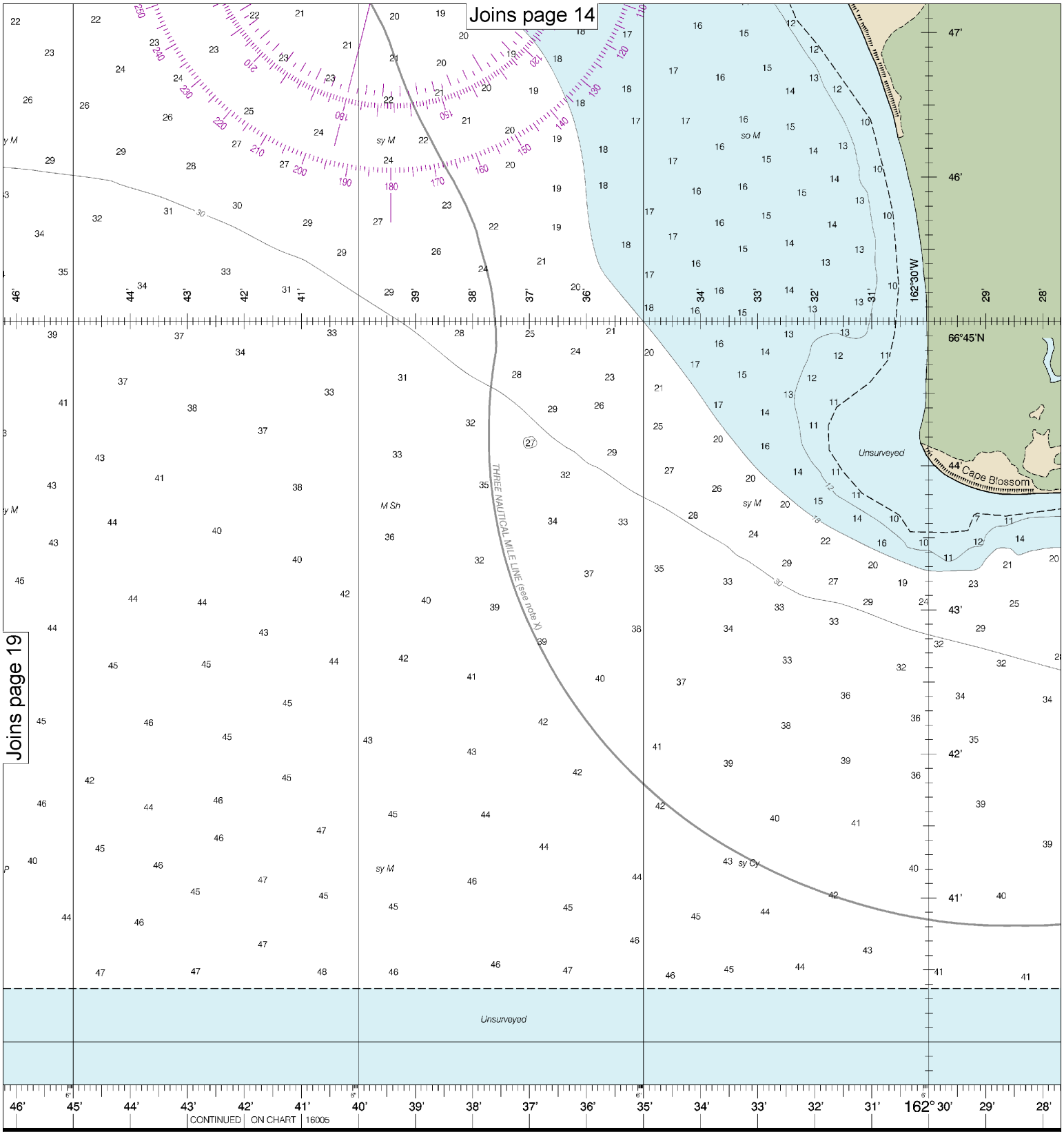
D ATMOSPHERIC ADMINISTRATION
AL OCEAN SURVEY
OAST SURVEY



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:50,000~~

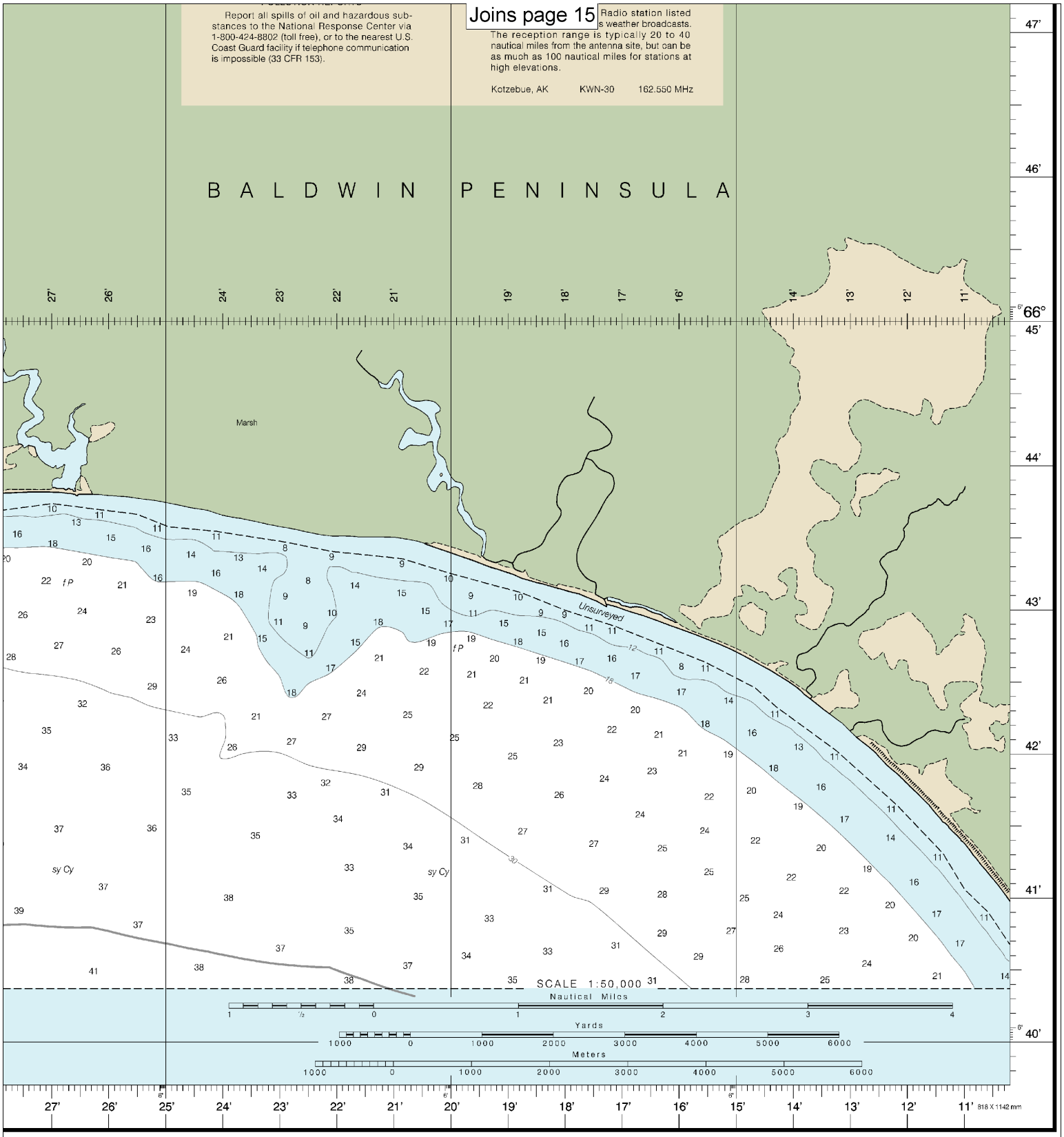
Nautical Miles

1 0 1 2 3 4

Yards

1000 0 1000 2000 3000 4000 5000 6000

See Note on page 5.



Kotzebue Harbor and Approaches

SOUNDINGS IN FEET - SCALE 1:50,000

16161

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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