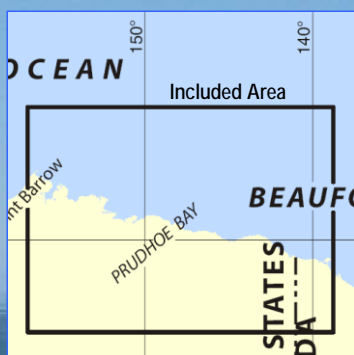


BookletChart™

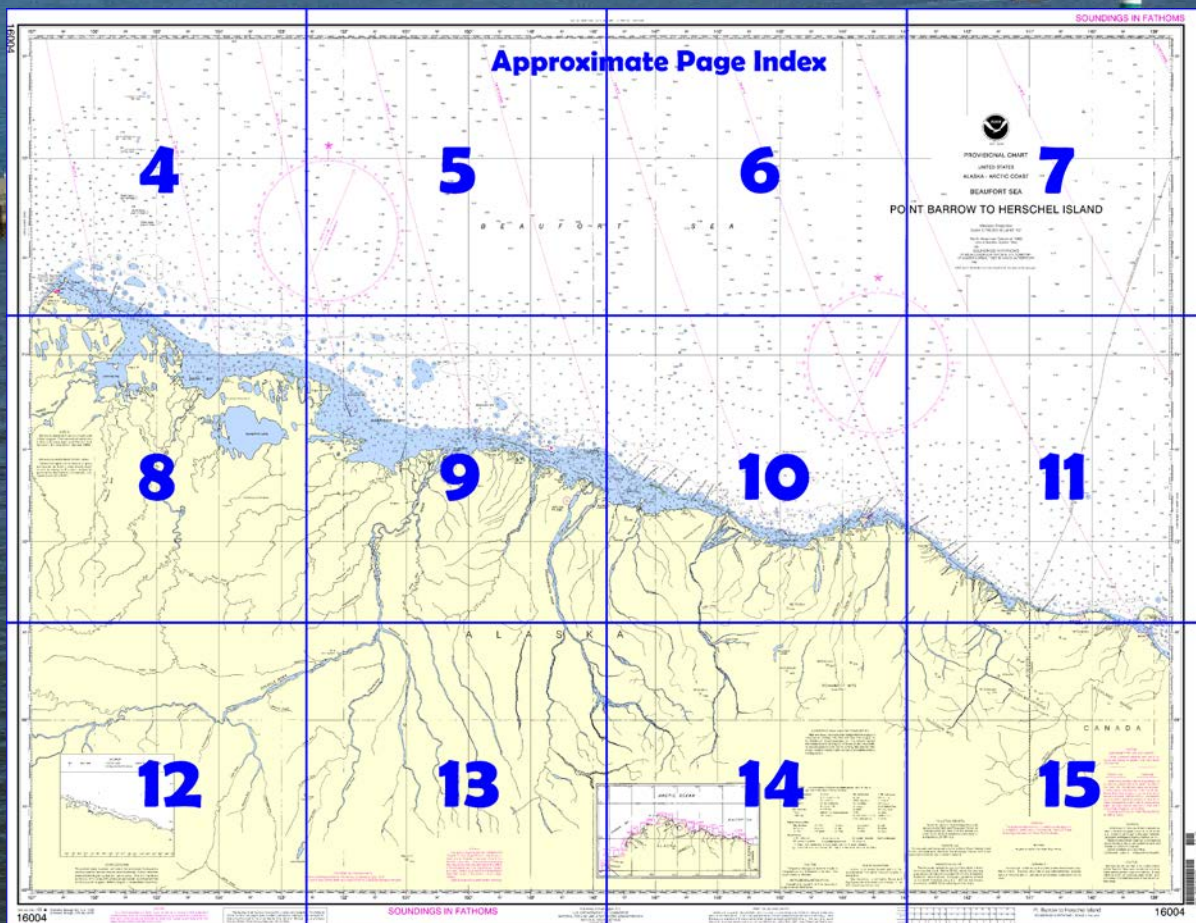
Point Barrow to Herschel Island NOAA Chart 16004



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=16004>.



(Selected Excerpts from Coast Pilot)

Point Barrow (71°23'N., 156°28'W.), the northernmost point of land in the United States, is the seaward end of a gravelly sandspit that extends 3 miles NE from the rest of the mainland. The point is also the NE corner of Chukchi Sea and the SW corner of Beaufort Sea. The N limit of **Beaufort Sea** is a line from Point Barrow to Lands End, Prince Patrick Island, Canada. **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.

Weather, Barrow Vicinity.—Barrow is the location of the most northern Weather Service Office (WSO) operated by the National Weather Service. Although this station generally records one of the lowest mean temperatures for the winter months, the surrounding topography prevents the establishment of the lowest minimum for the state. With the Arctic Ocean to the N, E, and W, and level tundra stretching 200 miles (370 km) to the S, there are no natural wind barriers to assist in stilling the wind, permitting the lowering of temperatures by radiation, and no downslope drainage areas to aid the flow of cold air to lower levels. Consequently, temperature inversions in the lower levels of the atmosphere are not as marked as those observed at stations in the central interior.

Temperatures at the Barrow WSO remain below the freezing point through most of the year, with the daily maximum reaching higher than 32°F (0°C) on an average of only 109 days a year. The mean daily maximum for the station is only 15°F (-9.4°C) while the mean daily minimum is 4°F (-15.6°C). The mean annual is 10°F (-12.2°C). Daily minimums drop below the freezing point (0°C) 324 days of the year, and freezing temperatures have been observed in every month of the year. February is generally the coldest month, with a normal mean of -17°F (-27.2°C), and the lowest temperature at the station on record -56°F (-48.8°C) reached in February 1924. March temperatures are but little higher than those observed in the winter months. In April, temperatures begin a general upward trend, with May becoming the definite transitional period from winter to the summer season. During the latter month an average of five daily maximum temperatures climb above the freezing point. July is the warmest month of the year, with a normal mean of 40°F (4.4°C). The record high for the station is 79°F (26.1°C) recorded in July 1993. During late July or early August, the Arctic Ocean is generally ice-free for the first time in summer. The end of the short summer is reached in September. By November about half of the daily mean temperatures are zero (-17.8°C) or below.

Precipitation at Barrow is extremely light with a mean annual value of 4.57 inches (116 mm). The wettest months are July and August when nearly a half of the annual precipitation total may fall. Despite such limited amounts of precipitation, precipitation is recorded an average 252 days per year. Snowfall averages about 29 inches (737 mm) each year, occurs an average of 211 days each year and has been recorded during every month.

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.

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

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

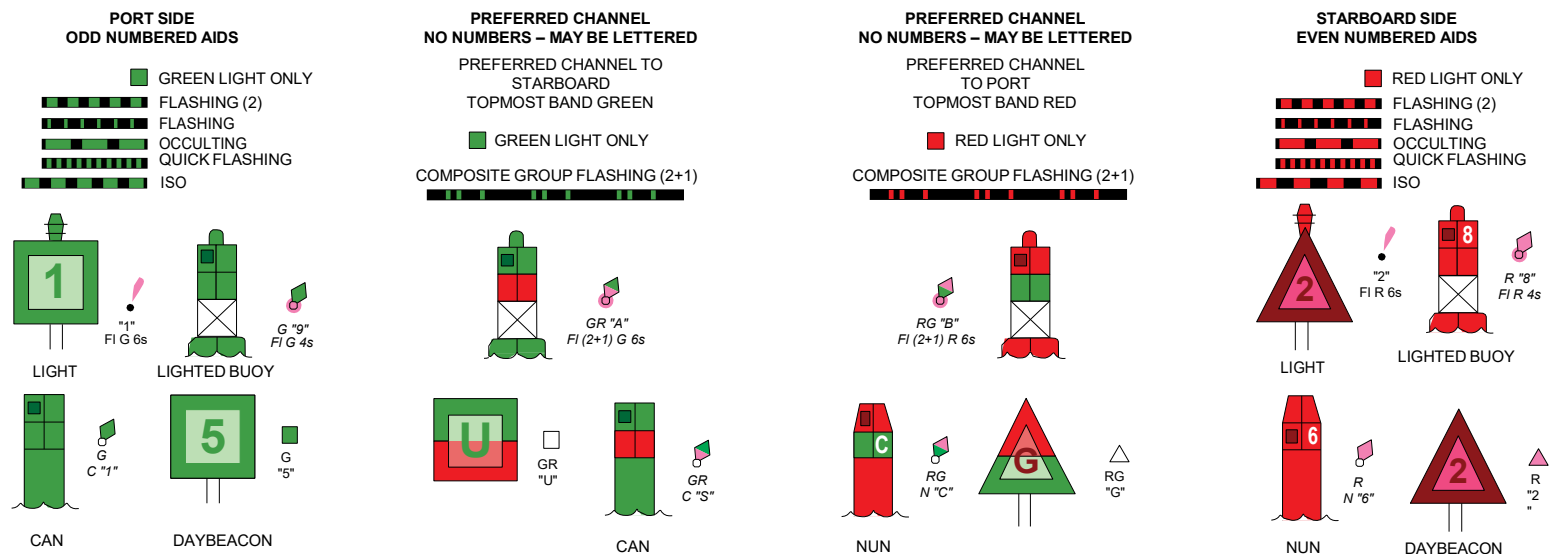
Navigation Manager Regions



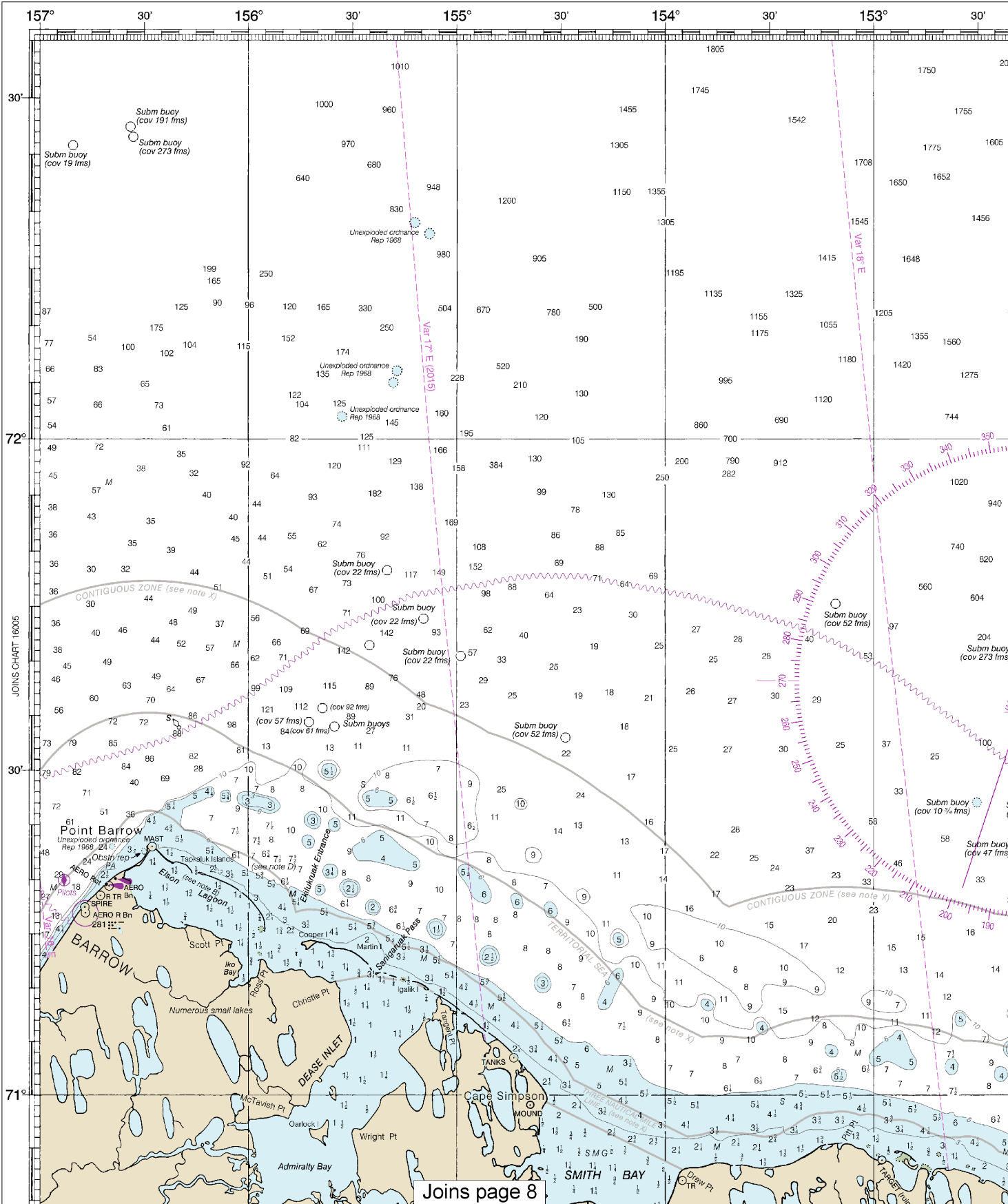
To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

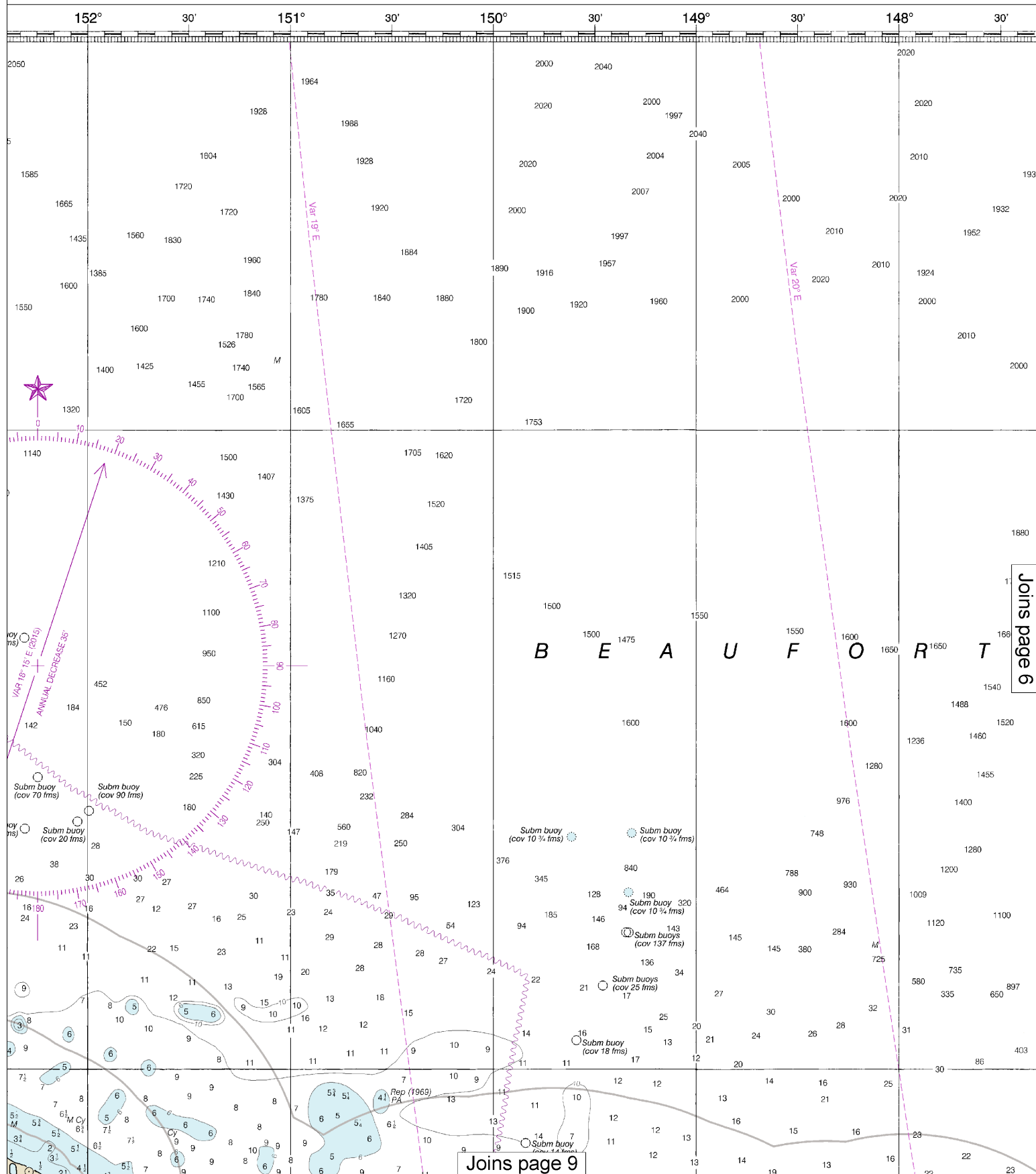
Lateral System As Seen Entering From Seaward

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>



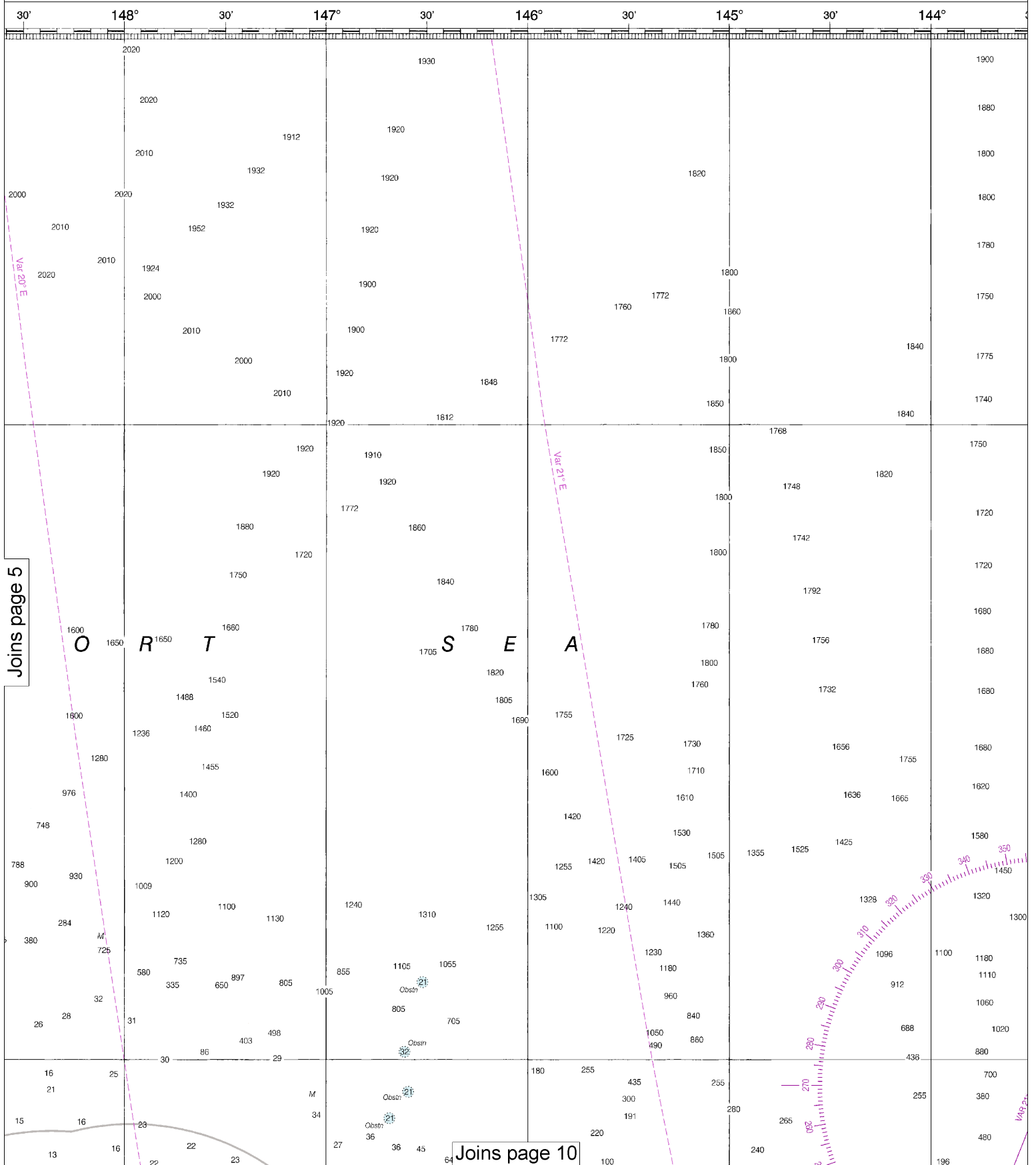


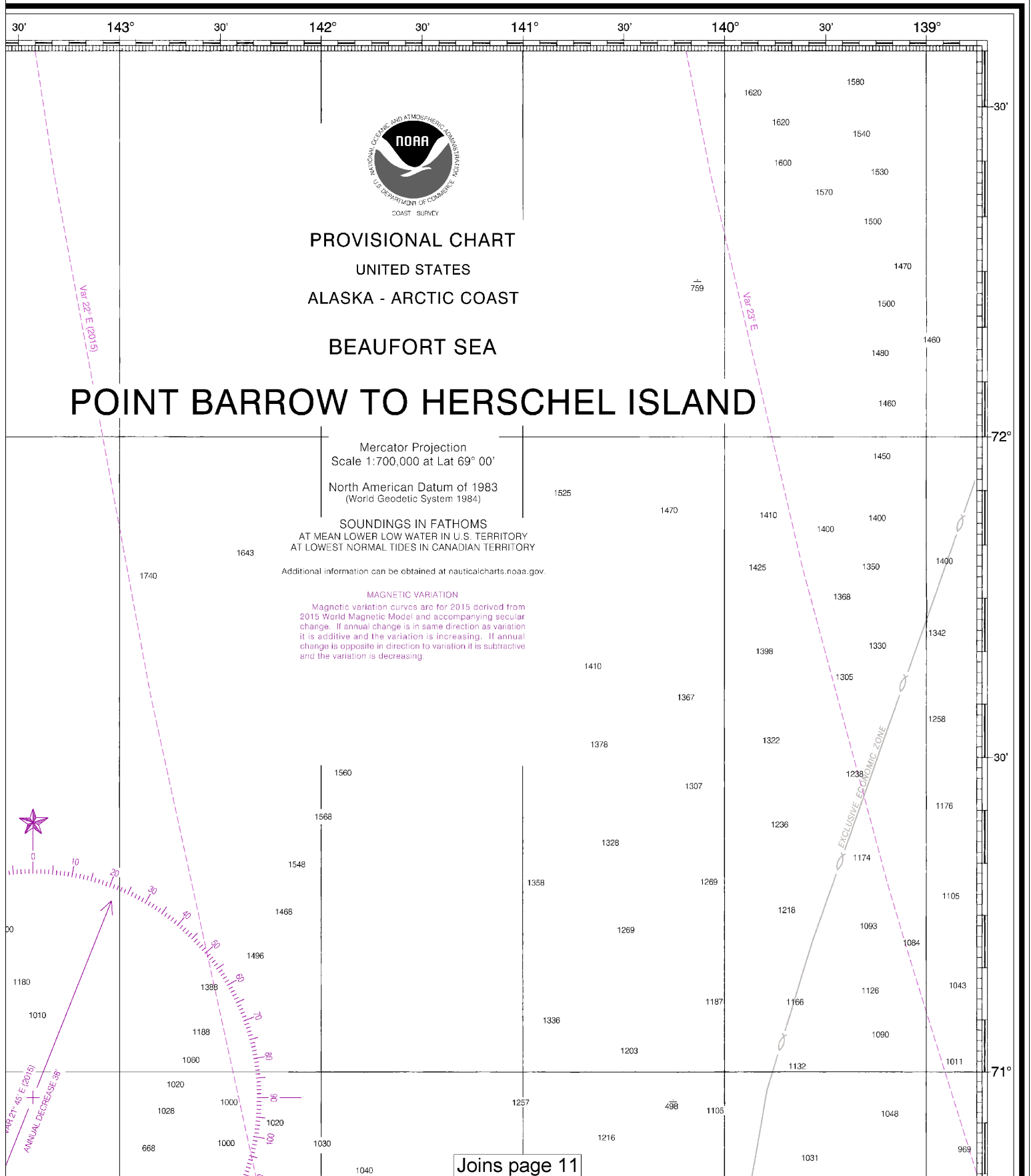
Joins page 6

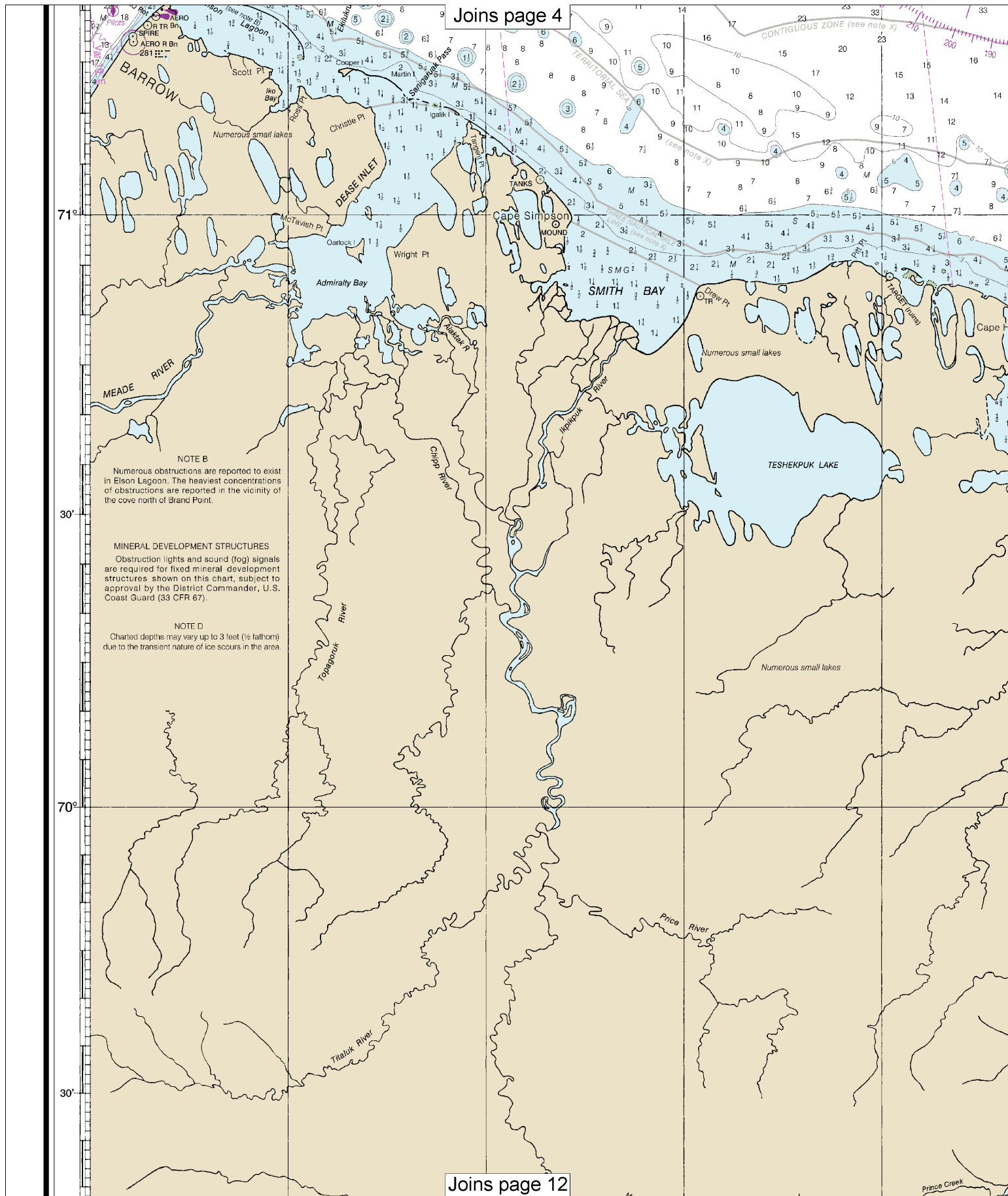
Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:1000000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5



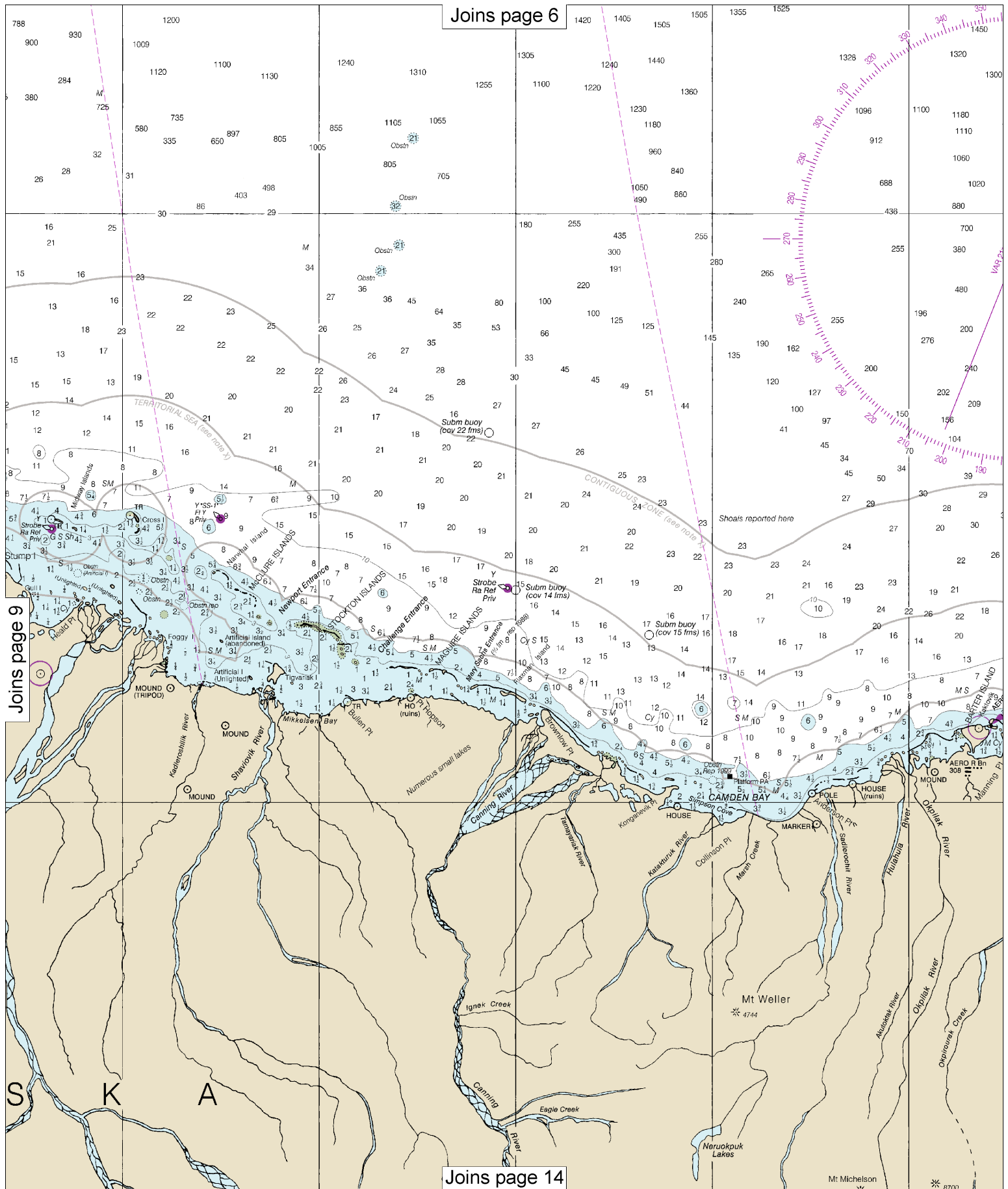




Joins page 5

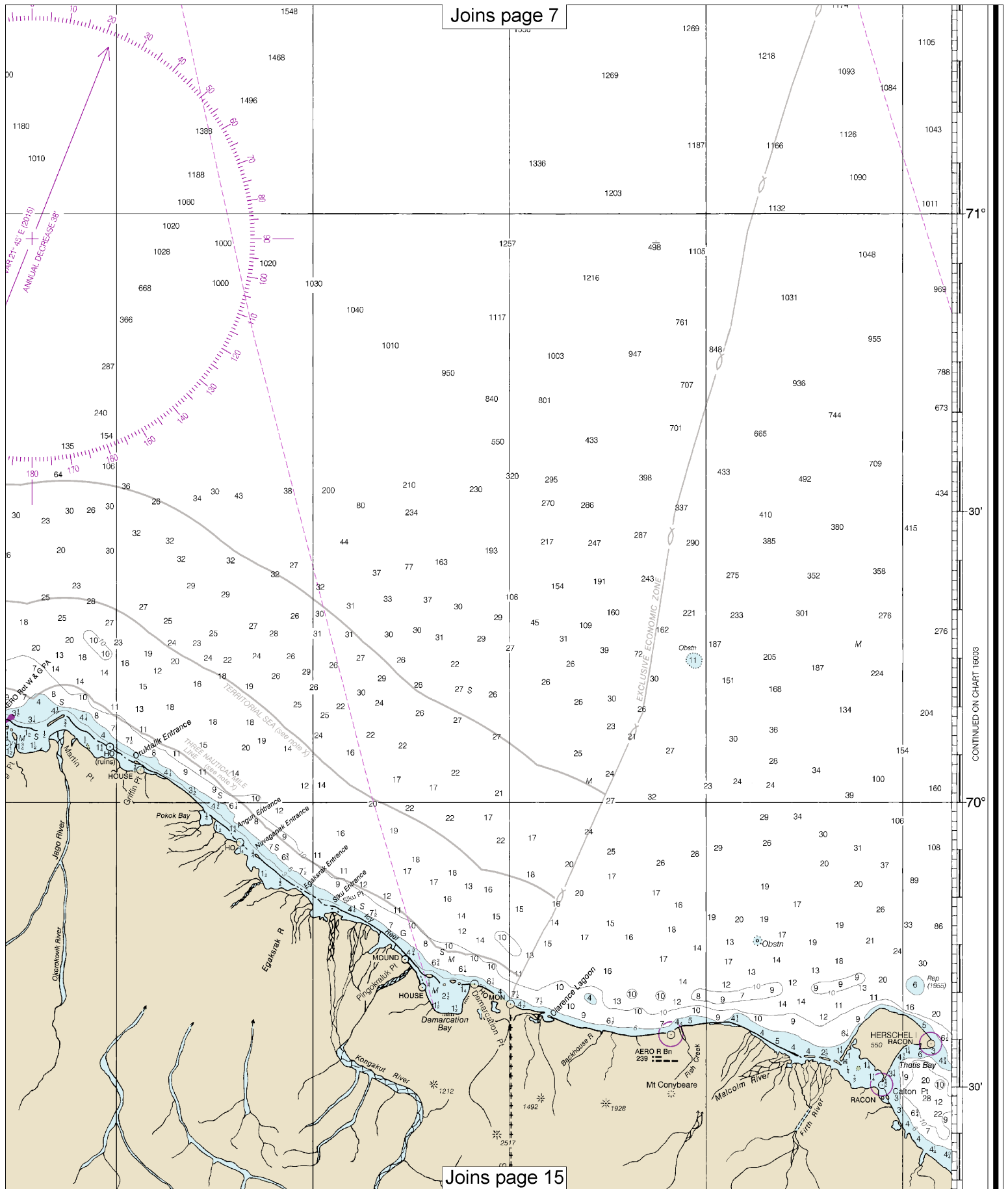
Joins page 10

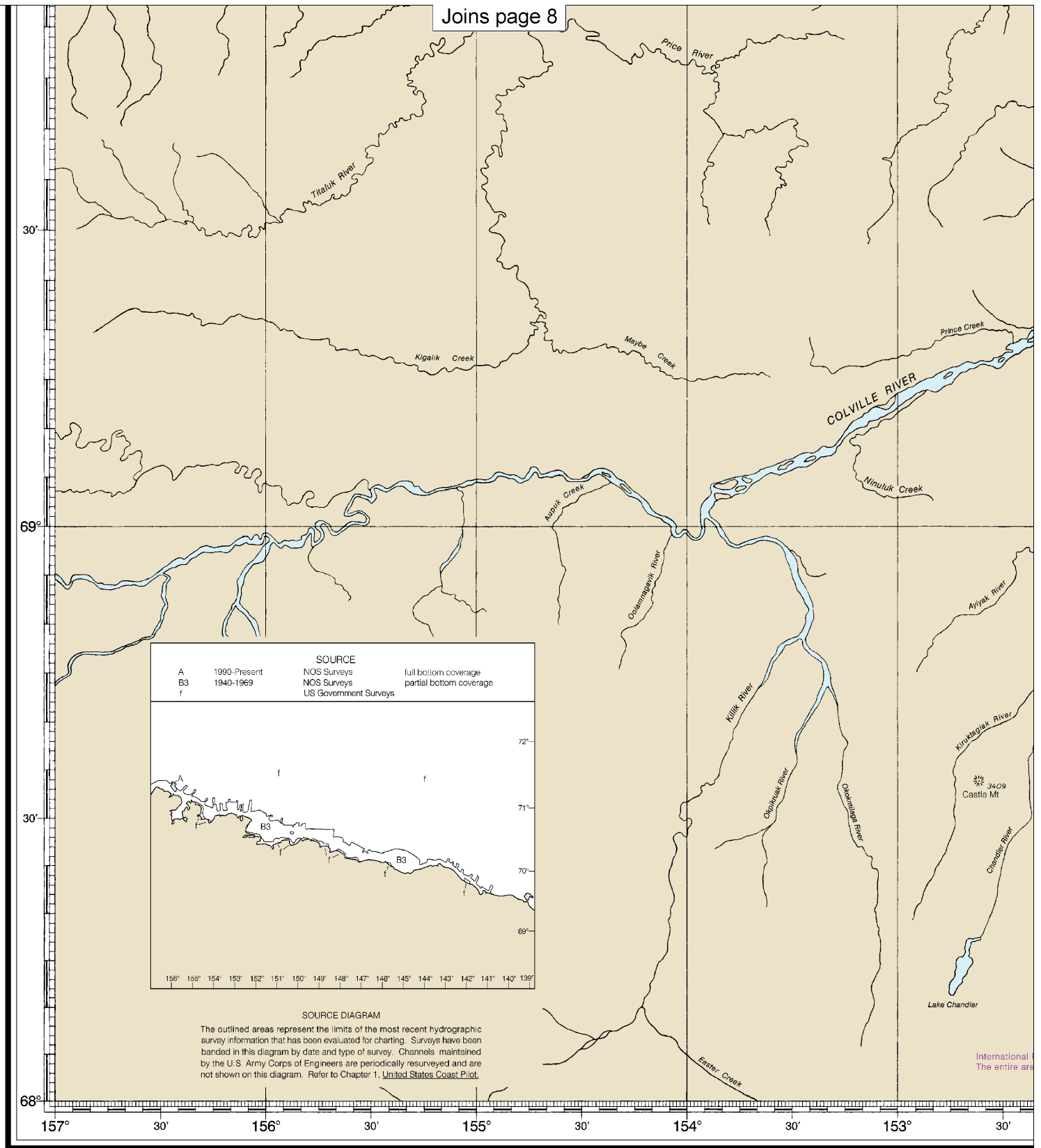
Joins page 13



10

Note: Chart grid lines are aligned with true north.





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 nautilus.charts.noaa.gov.

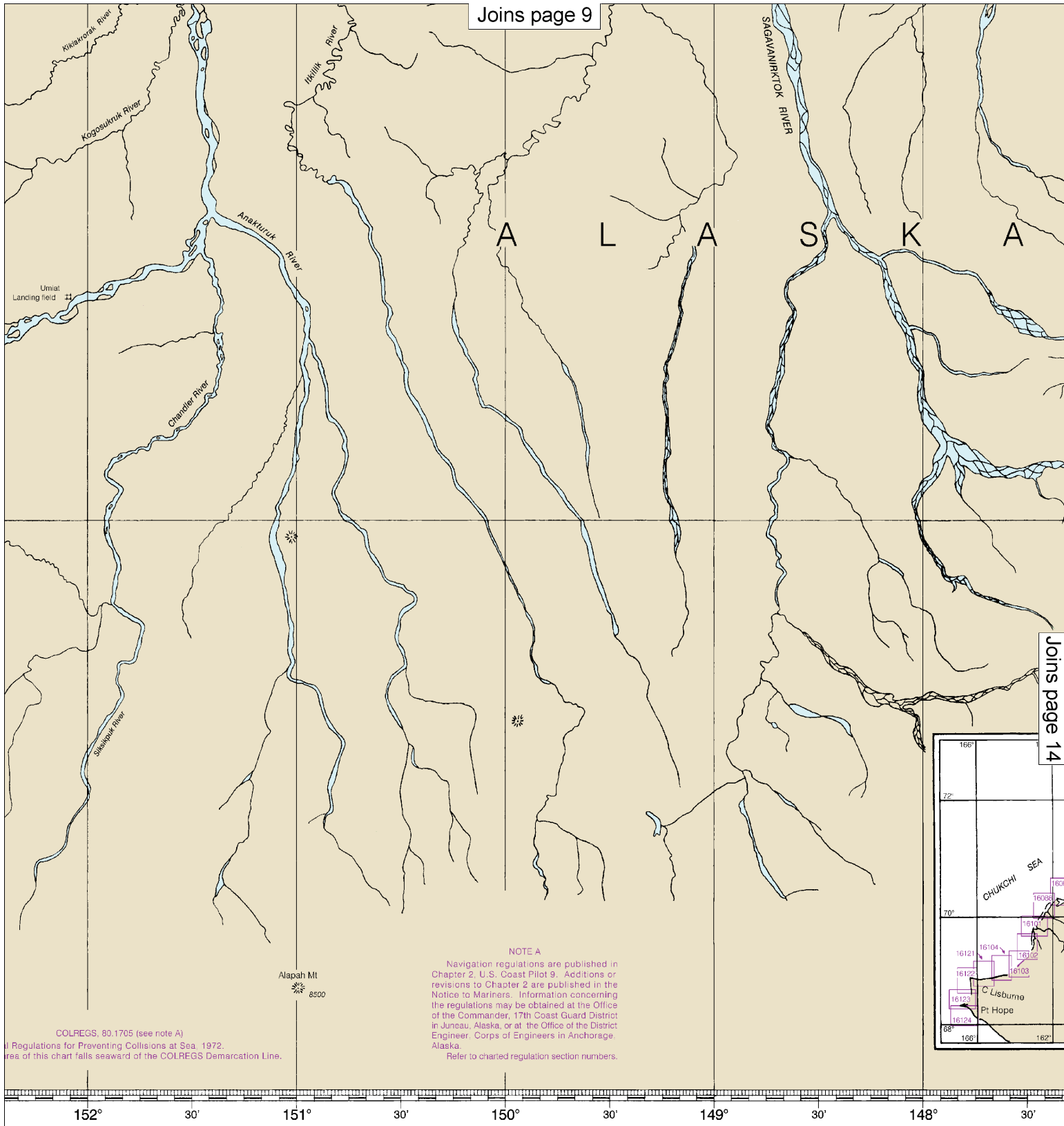
NOAA encourages users to submit inquiries about this chart at <http://www.nauticalcharts.noaa.gov>.

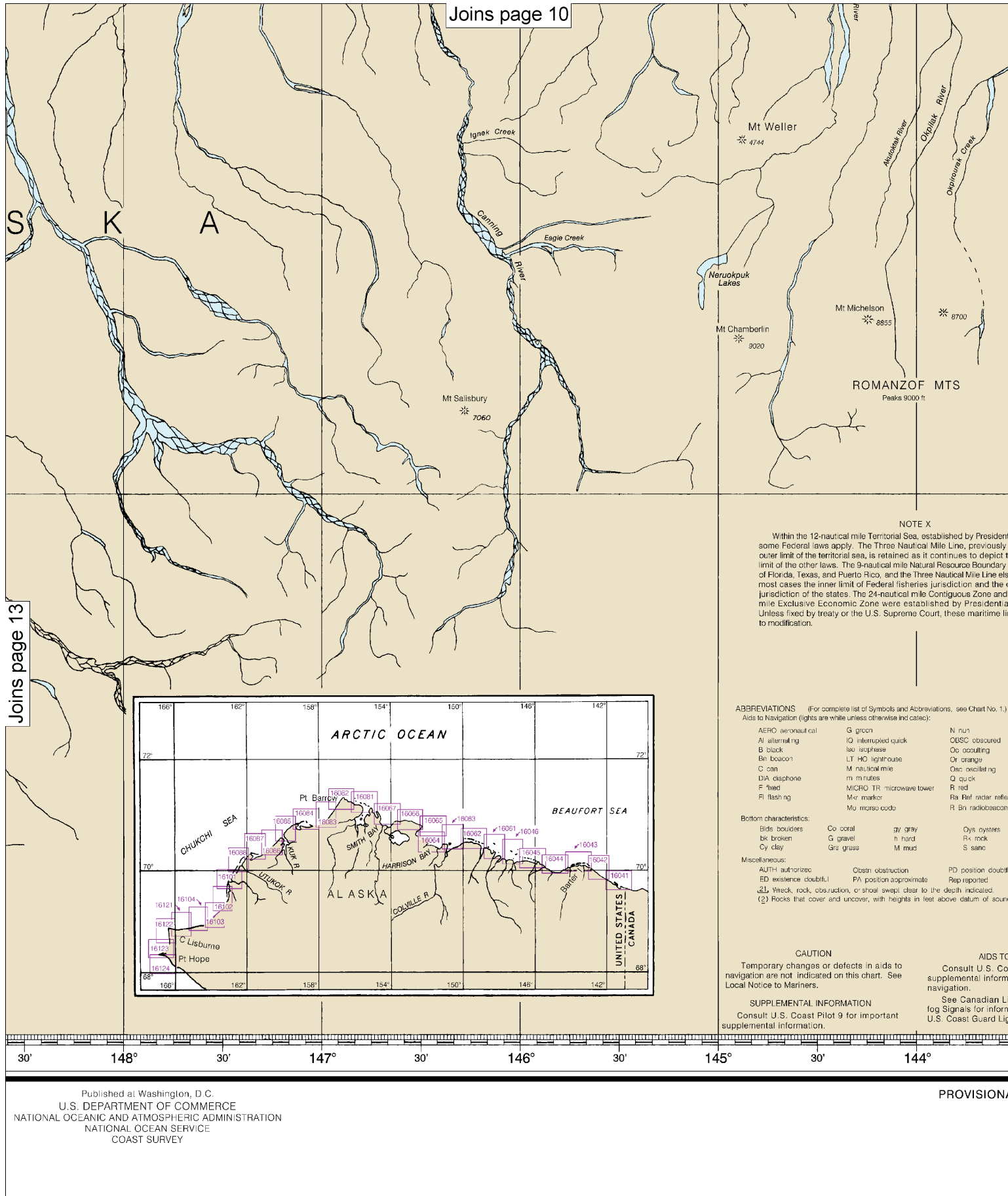
16004

This is the Last Edition of this chart. It will be canceled on Sep 4, 2024
13th Ed., May 2015, Last Correction: 10/26/2023, Cleared through:
LNM: 2124 (5/21/2024), NM: 2224 (6/1/2024), CHS: 0424 (4/26/2024)

12

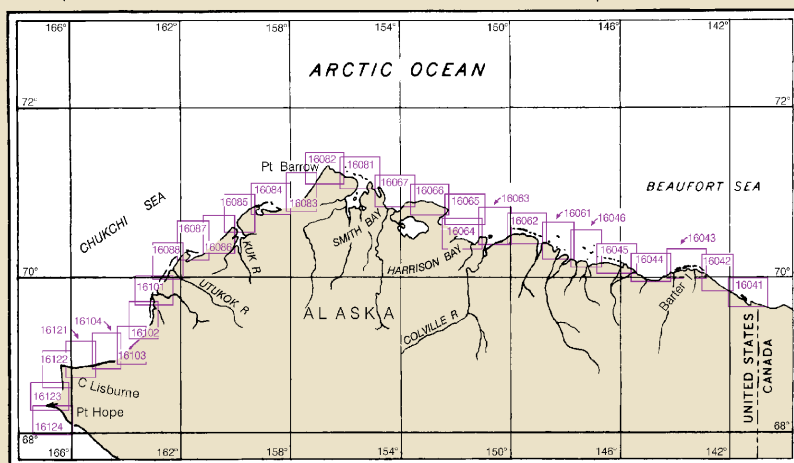
Note: Chart grid lines are aligned with true north.





Joins page 10

Joins page 13



NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, the Three Nautical Mile Line, previously in effect, is retained as it continues to depict the limit of the other laws. The 9-nautical mile Natural Resource Boundary of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line also most cases the inner limit of Federal fisheries jurisdiction and the outer limit 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.

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	N nun
Al alternating	IQ interrupted quick	OBSC obscured
B black	Isu isophase	OC occulting
Bn beacon	LT LD lighthouse	Or orange
C can	M nautical mile	Osc oscillating
DA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mk marker	Ra Ref radar reflector
	Mu micro code	R Bn radiobeacon

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	R rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.		
(2) Rocks that cover and uncover, with heights in feet above datum of sound		

CAUTION

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

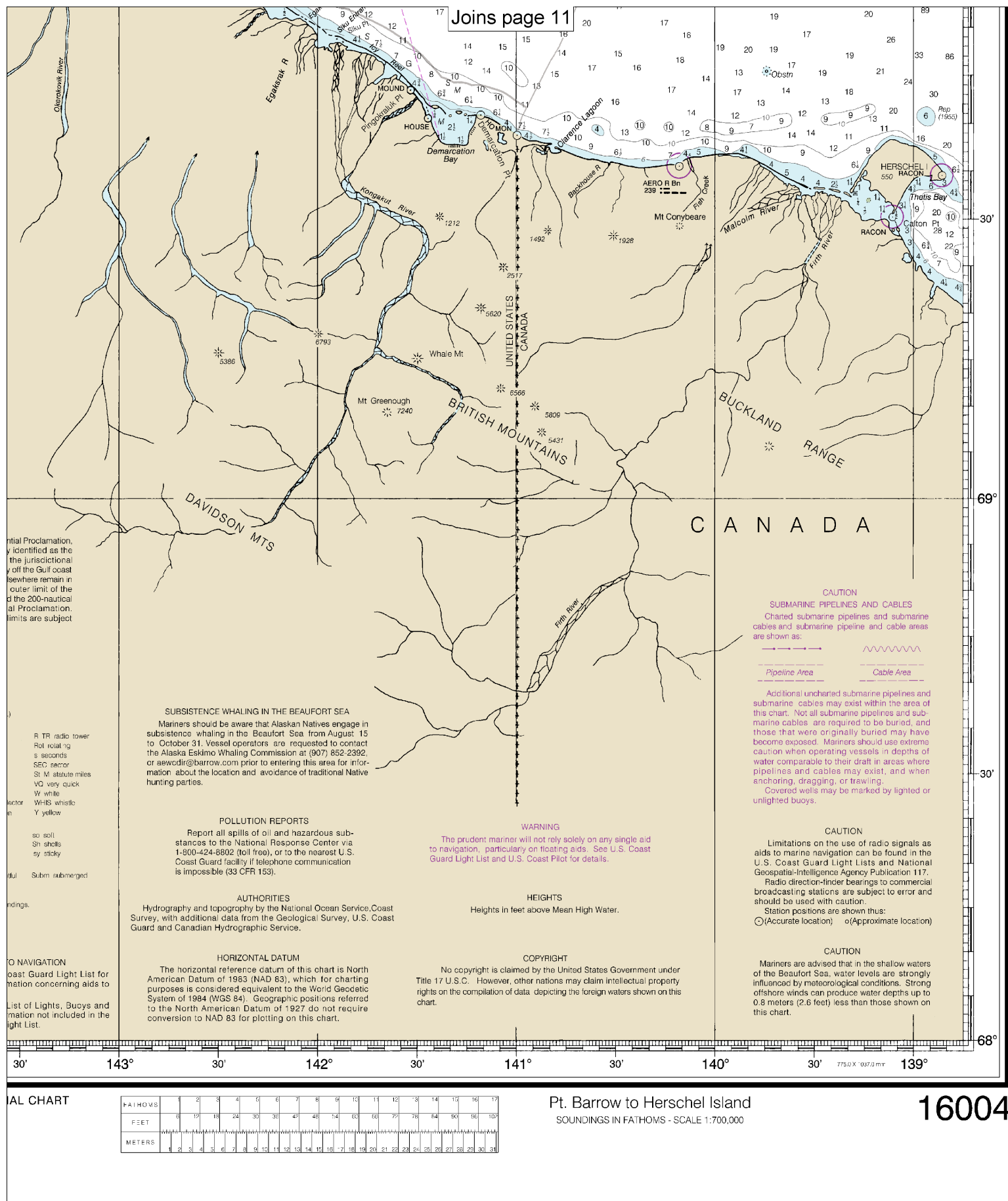
SUPPLEMENTAL INFORMATION

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

AIDS TO NAVIGATION

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

See Canadian Light List for information on U.S. Coast Guard Lights.





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.



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/>

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!

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.