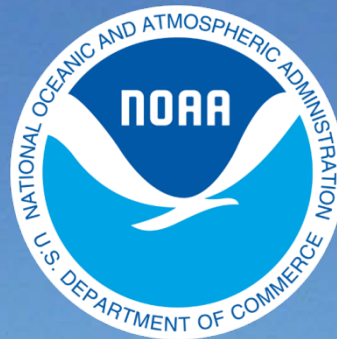


BookletChart™

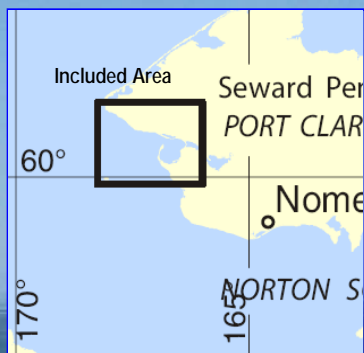
Port Clarence and Approaches

NOAA Chart 16204

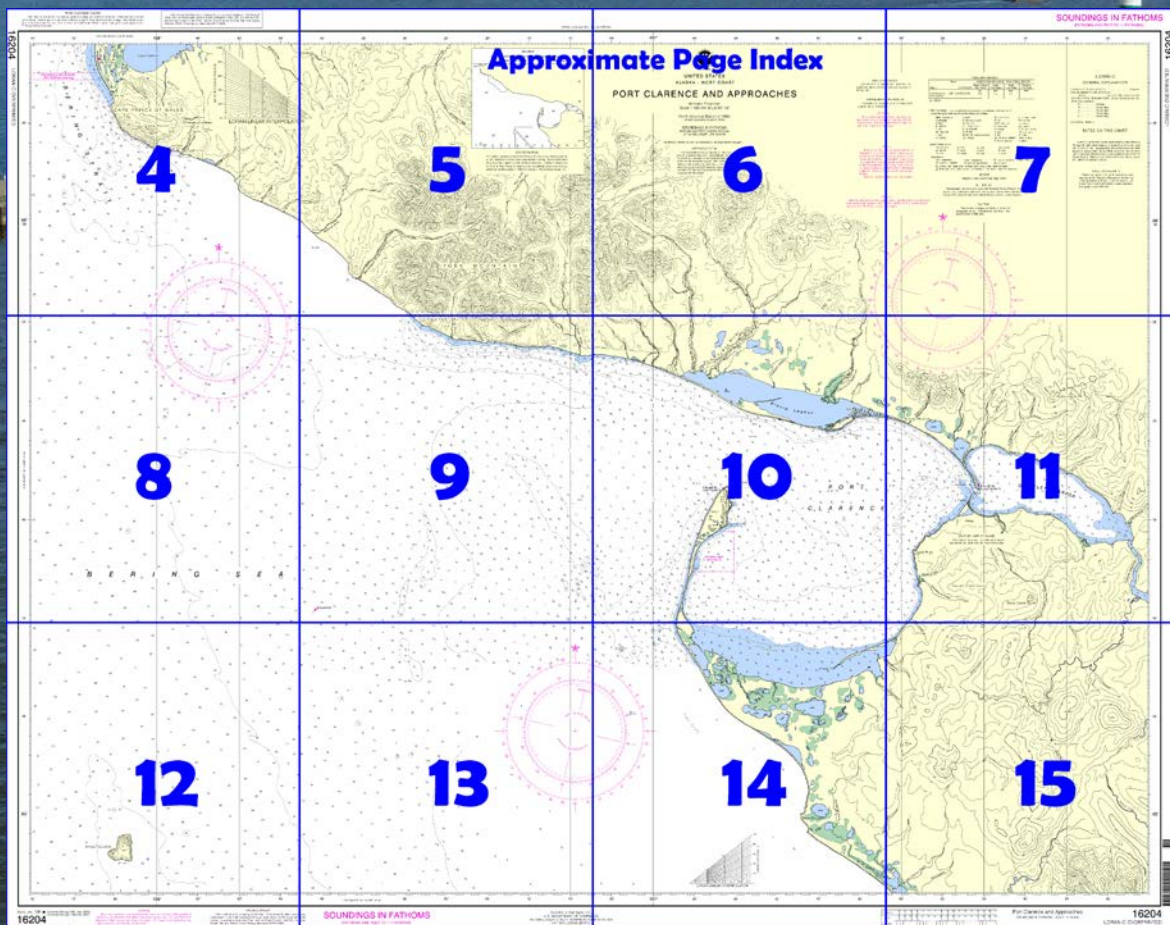


A reduced-scale NOAA nautical chart for small boaters

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.

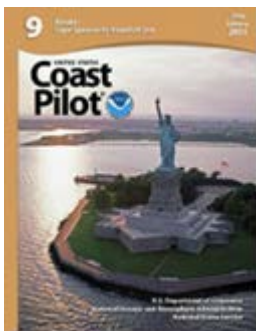
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=16204>.



(Selected Excerpts from Coast Pilot)

Port Clarence, a large bay indenting the Seward Peninsula about 35 miles SE of Cape Prince of Wales, provides the only good harbor close to the Bering Strait. The bay is formed by a low sandspit which extends from the mainland in a N direction for about 10 miles to **Point Spencer**.

Point Spencer Light (65°16'38"N., 166°50'56"W.), 22 feet (6.7 m) above the water, is shown seasonally from a skeleton tower with a red and white diamond-

shaped daymark on the N end of the point at the entrance to Port Clarence. The light is the only conspicuous landmark to aid the navigator in making the entrance into Port Clarence.

The channel between Point Spencer and **Point Jackson** on the N shore is 4 miles wide, free of dangers, and with depths of 7 to 8 fathoms. The N half of the bay has a general depth of 7 fathoms as close as 1 mile from shore and depths shoal gradually to the beach. The only danger is a visible wreck about 125 feet (38 m) south of the coastline in 65°20'04"N., 166°44'37"W. The S half of the bay shoals gradually to the bars and flats along the low shoreline at the S end. Along the W side of the bay the sandspit may be approached fairly close except for the shoal 2 miles S of Point Spencer which makes into the bay from the spit with depths of 2½ fathoms 1 mile off. To the E the water shoals to the entrance to **Grantley Harbor**, which is connected with Port Clarence by a narrow channel marked by **Grantley Harbor Light** (65°16'36"N., 166°20'52"W.), 15 feet (4.6 m) above the water, which is seasonally shown from a tower with a green and white diamond-shaped daymark on the N side of the entrance to the harbor. The controlling depth in the channel is not more than 1½ fathoms. The channel is subject to continual change; local knowledge is advised. The current is strong with many eddies and tide rips.

Anchorage.—Anchorage with good holding ground is available anywhere in Port Clarence with the best holding ground on the eastern side. Being very careful in the entrance, shallow-draft vessels will find greater protection in Grantley Harbor.

Currents.—Along the outside coast W of Point Spencer and S of Cape York there is a general W set of 1 to 2 knots. This velocity is appreciably affected by direction, force, and duration of the wind.

Current observations in the entrance to Port Clarence indicate that the velocity seldom exceeds 0.5 knot 2 to 3 miles N of Point Spencer. One mile E of the point, velocities up to 1 knot were observed, the larger velocities generally setting W or N.

Brevig Mission is a small village on the N shore of Port Clarence about 9.5 miles NE of Point Spencer. Approaches to the village are easily made from any general direction, but approach from the SW is best. There is deep water all the way to the shore at the village, and the gravel beach makes a good landing spot to beach a skiff. The beach at Brevig Mission is steep. The water depths hold fairly consistent until within close proximity to shore.

Teller, a village about 12 miles E of Point Spencer, is on the base of the S spit at the entrance to Grantley Harbor. The village can be seen from Port Clarence, however, most small vessels and skiffs beach or tie-off to shore on the Grantley Harbor side. Enter Grantley Harbor by heading to the NE corner of Port Clarence until the N and S spits are visible. A seasonal light is near the end of N spit, and a daybeacon is at the end of S spit. When inside Grantley Harbor, good approach to the village was made by continuing E for another 500 yards then turning S.

Imuruk Basin (see chart 16200) is a shallow body of water SE of Grantley Harbor; the two are connected by narrow, difficult **Tuksuk Channel**.

Kuzitrin River rises in the Seward Peninsula and flows in a W direction about 75 miles to Imuruk Basin. The anchorage for oceangoing vessels is in Port Clarence, the head of navigation for powerboats and other vessels up to 12 feet in draft in the mouth of Kuzitrin River. Shallow-draft lighters can navigate the Kuzitrin for about 15 miles to **Shelton**. The river is open from June to October.

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

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

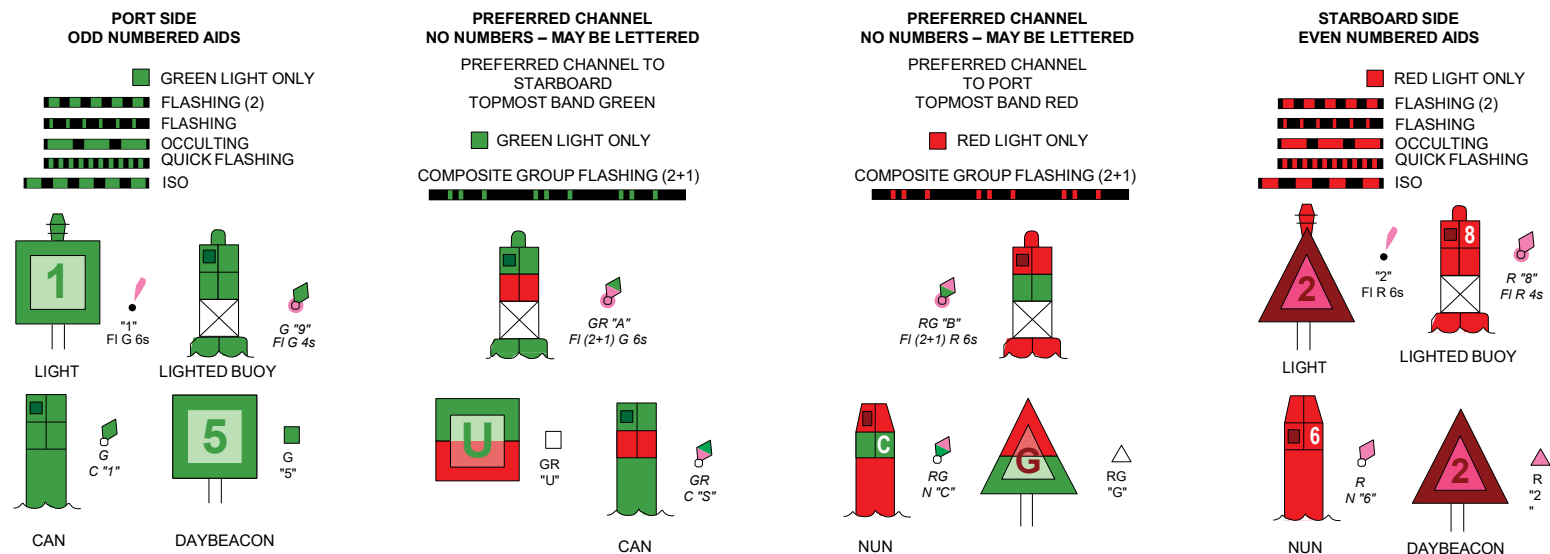
Navigation Manager Regions



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

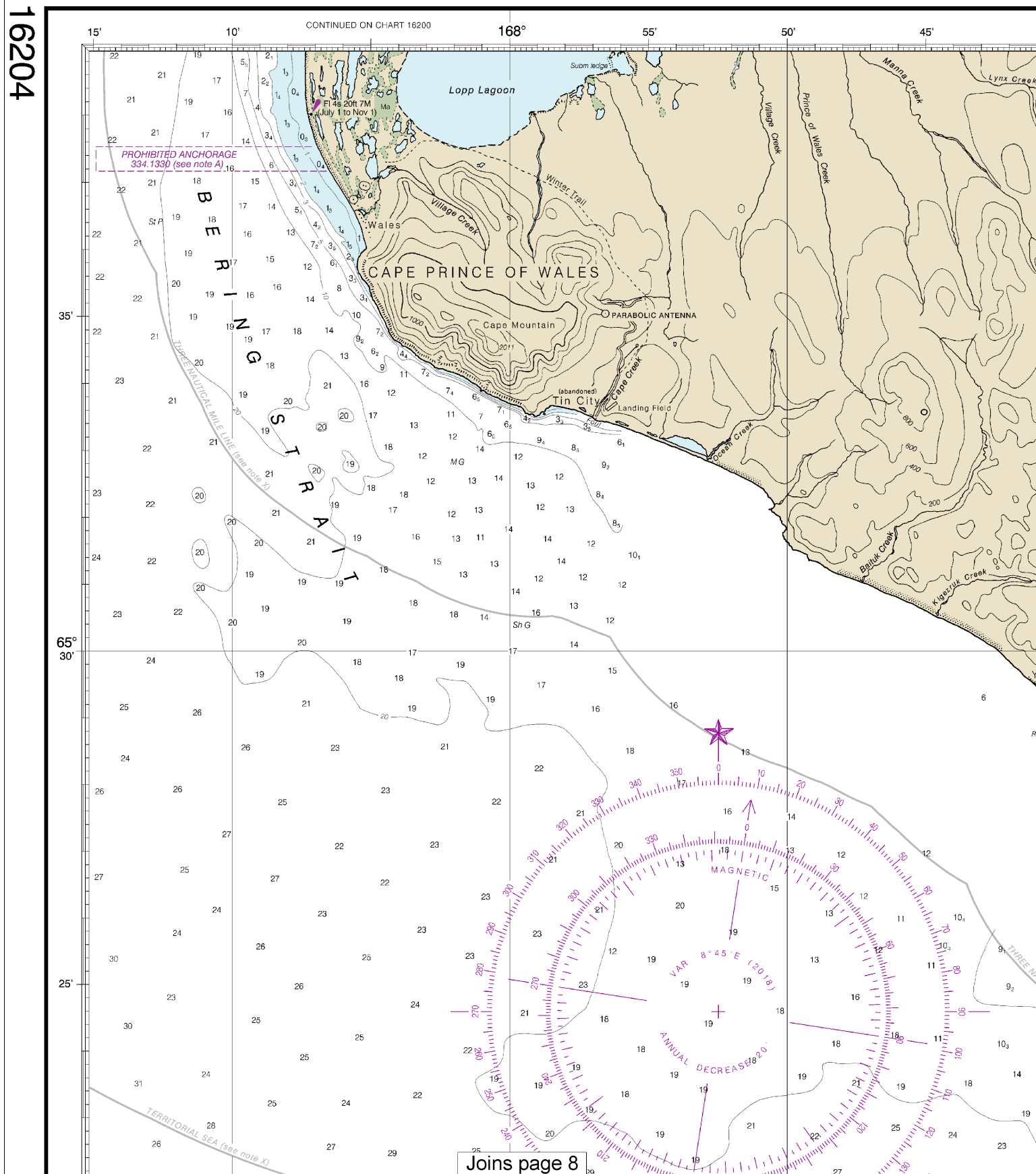
Lateral System As Seen Entering From Seaward

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>

16204



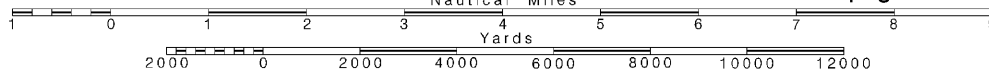
4

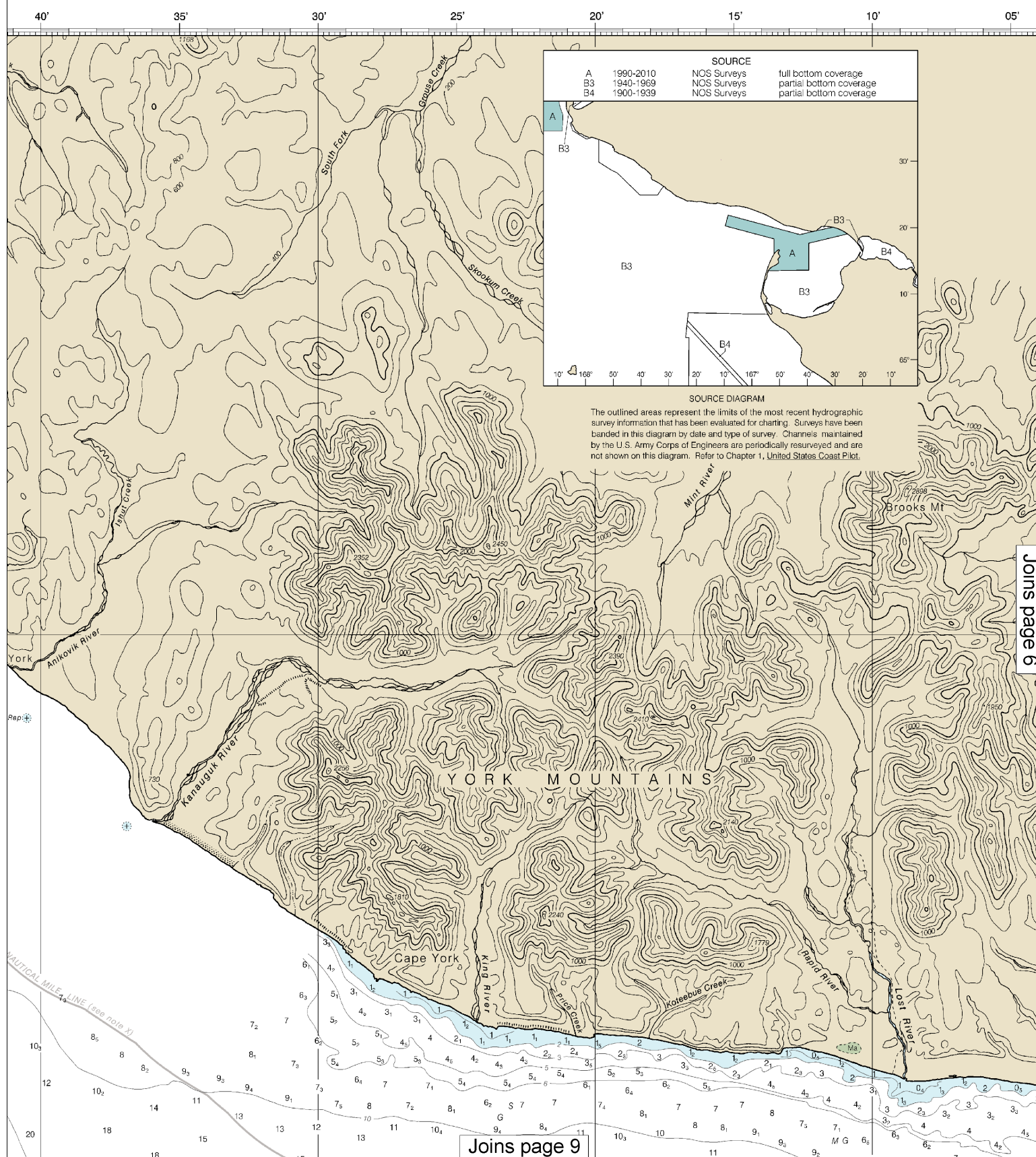
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:142857. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



UNITED STATES
ALASKA - WEST COAST

PORT CLARENCE AND APPROACHES

Mercator Projection
Scale 1:100,000 at Lat. 65°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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Mariners should use the small arms firing channel 16 VHF-FM.

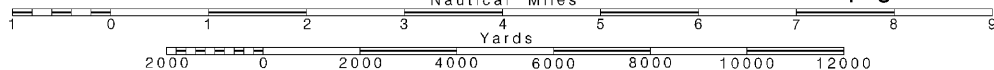
The area to be avoided
tonnage and upwards."

Joins page 10

Printed at reduced scale.

~~SCALE 1:100,000~~

See Note on page 5.

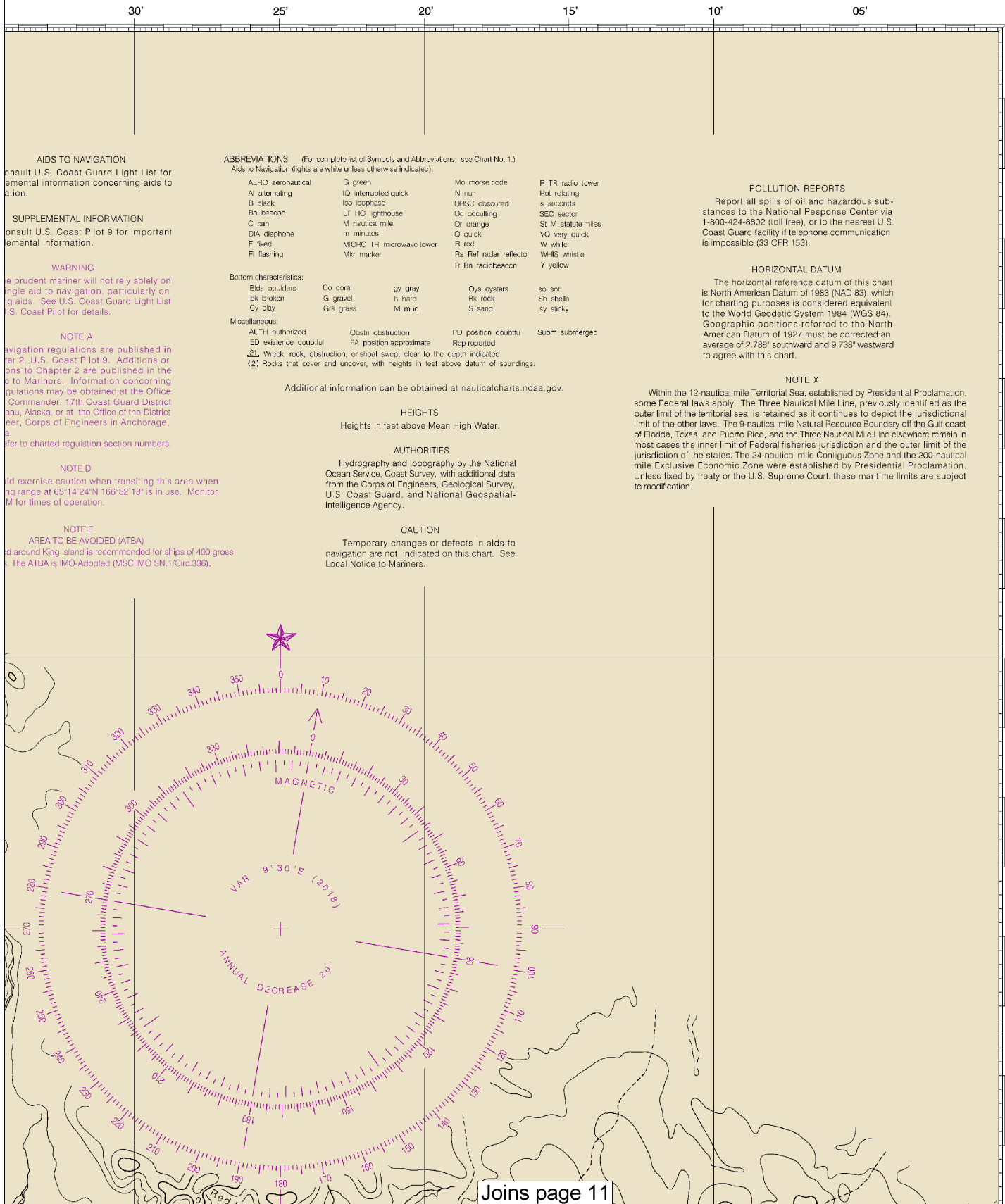


Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

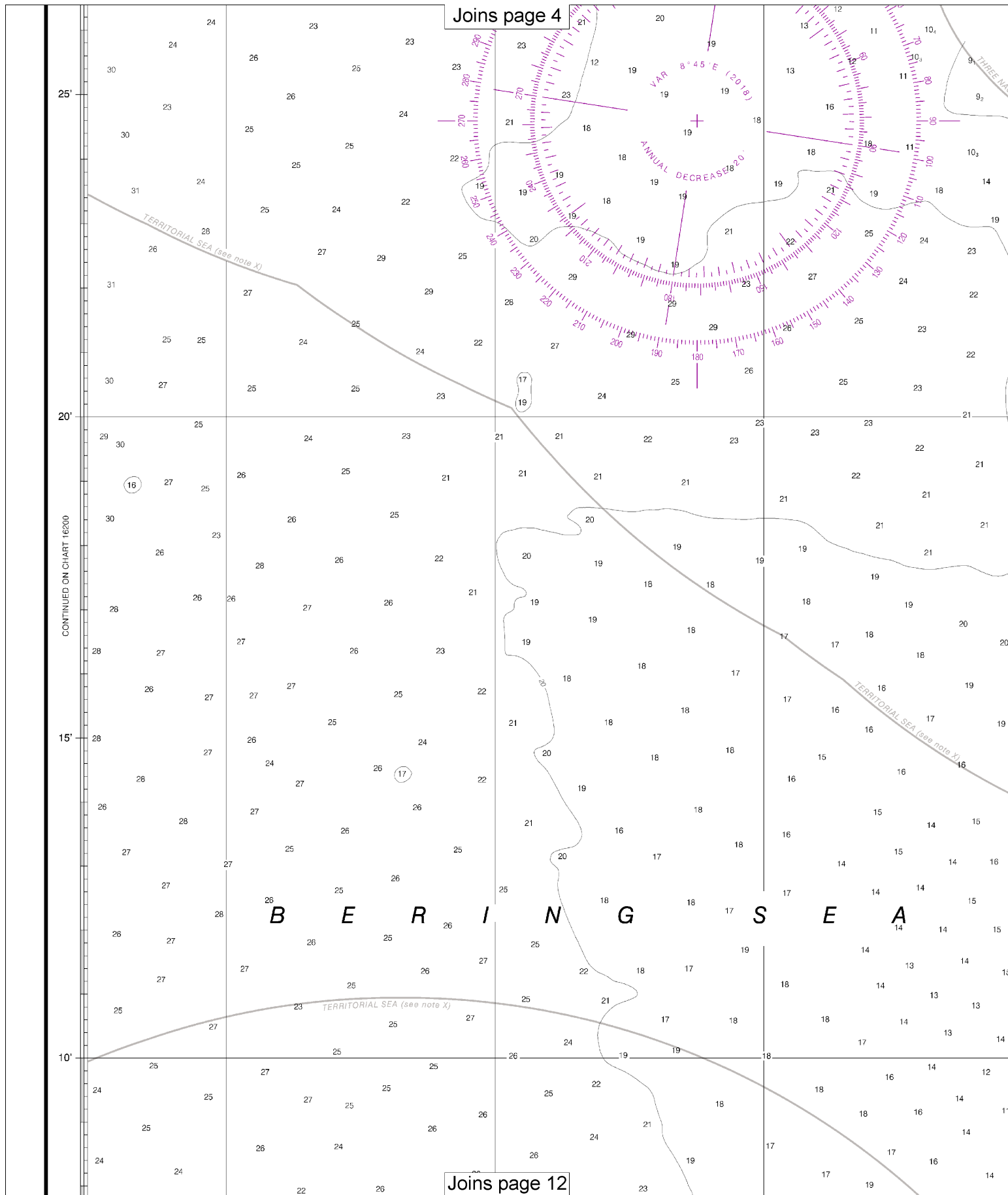
16204



Joins page 11

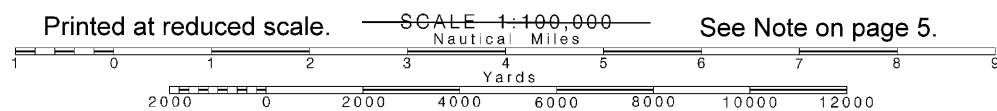
This is the Last Edition of this chart. It will be canceled on Nov 1, 2023.
1st Ed., Dec. 2018. Last Correction: 5/2/2023. Cleared through:
NM: 4223 (10/17/2023), NM: 4323 (10/28/2023), CHS: 0923 (9/29/2023)

7

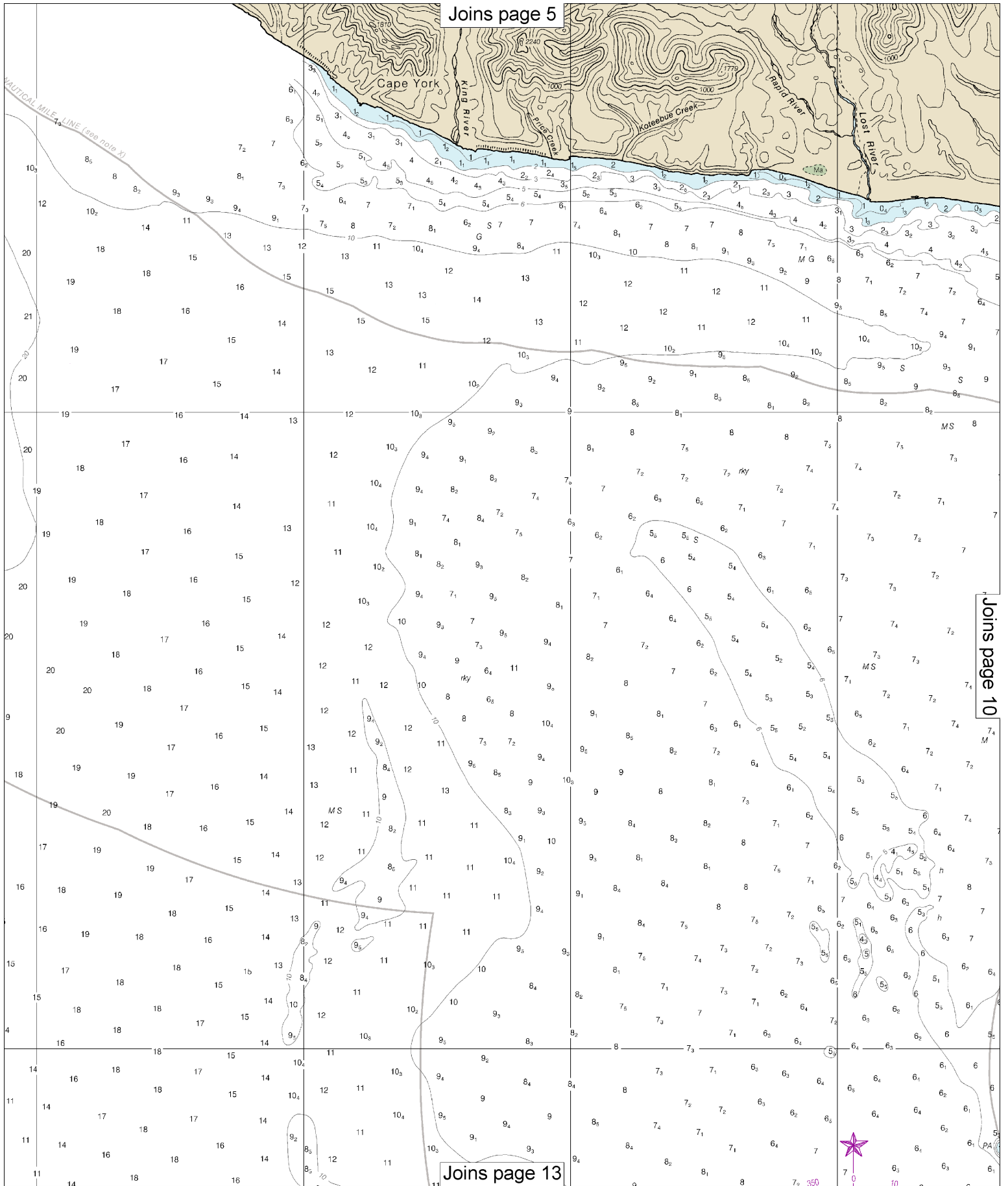


8

Note: Chart grid lines are aligned with true north.



Joins page 5



Joins page 10

Joins page 13

Joins page 6

Joins page 9

Joins page 14

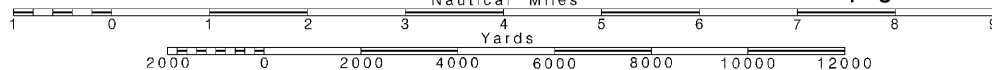
Printed at reduced scale.

~~SCALE 1:100,000~~
Nautical Miles

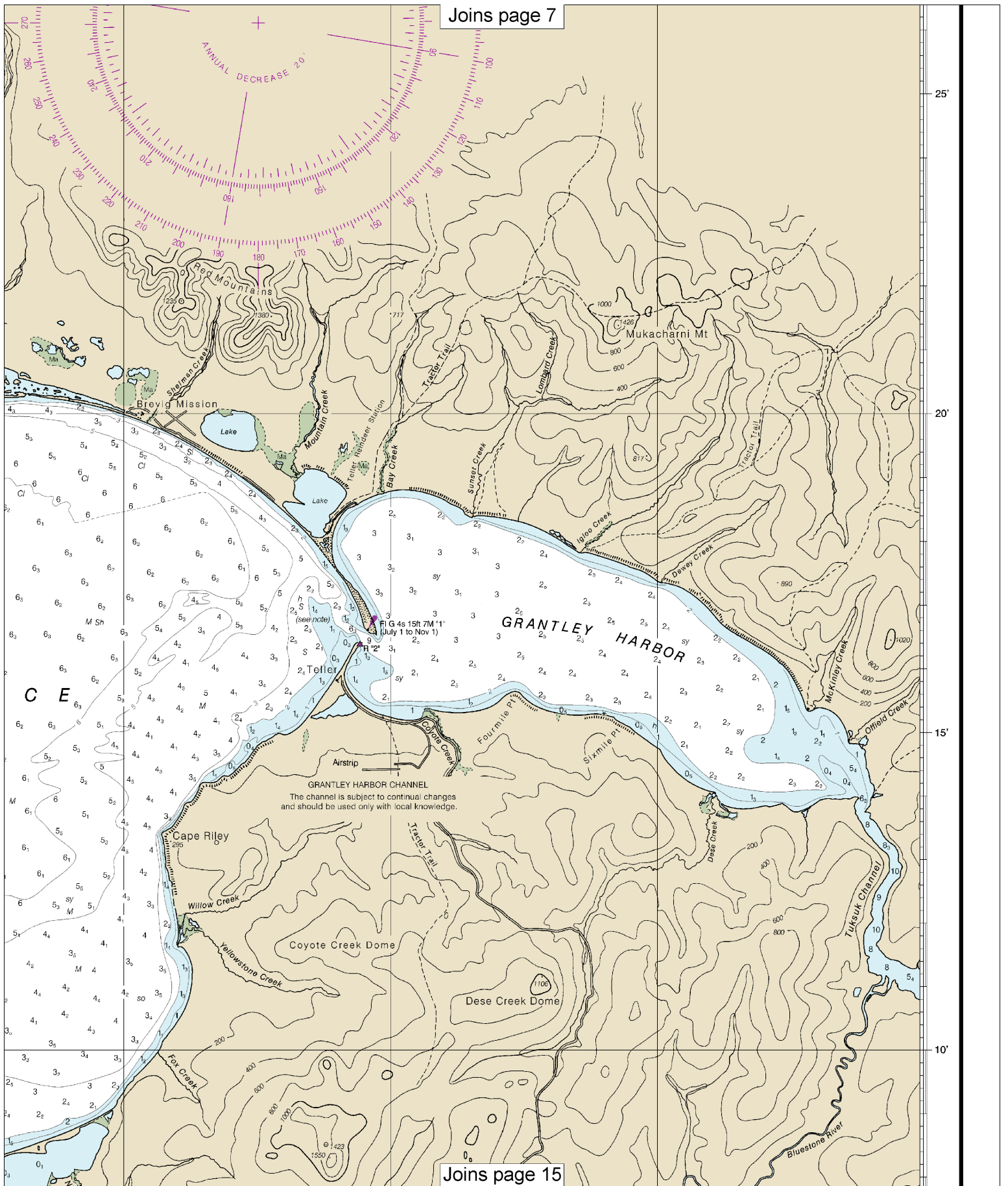
See Note on page 5.

10

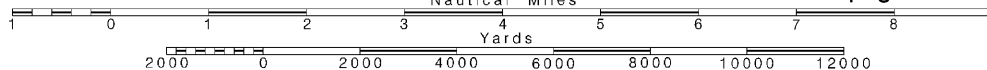
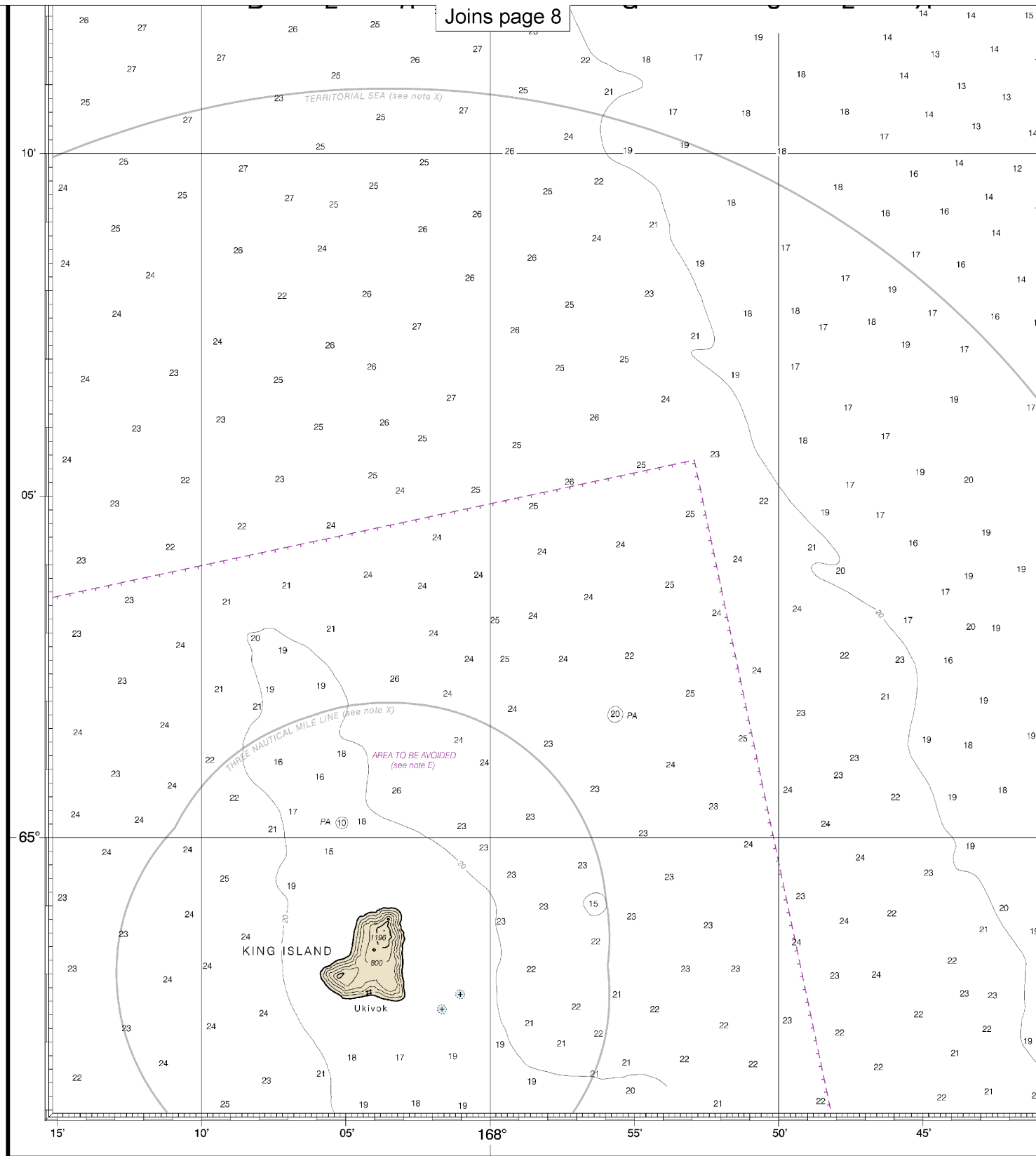
Note: Chart grid lines are aligned with true north.



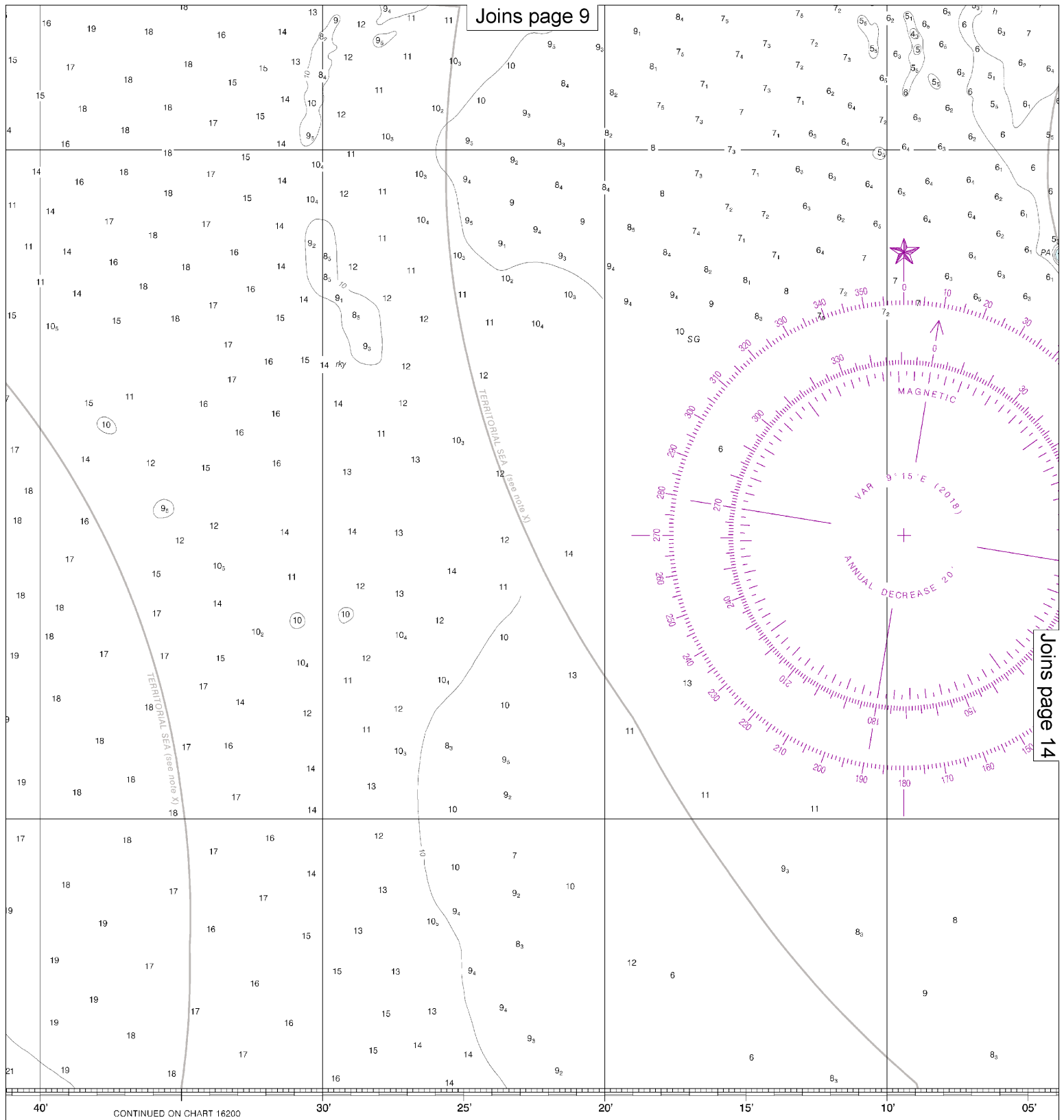
Joins page 7



Joins page 15



Joins page 9

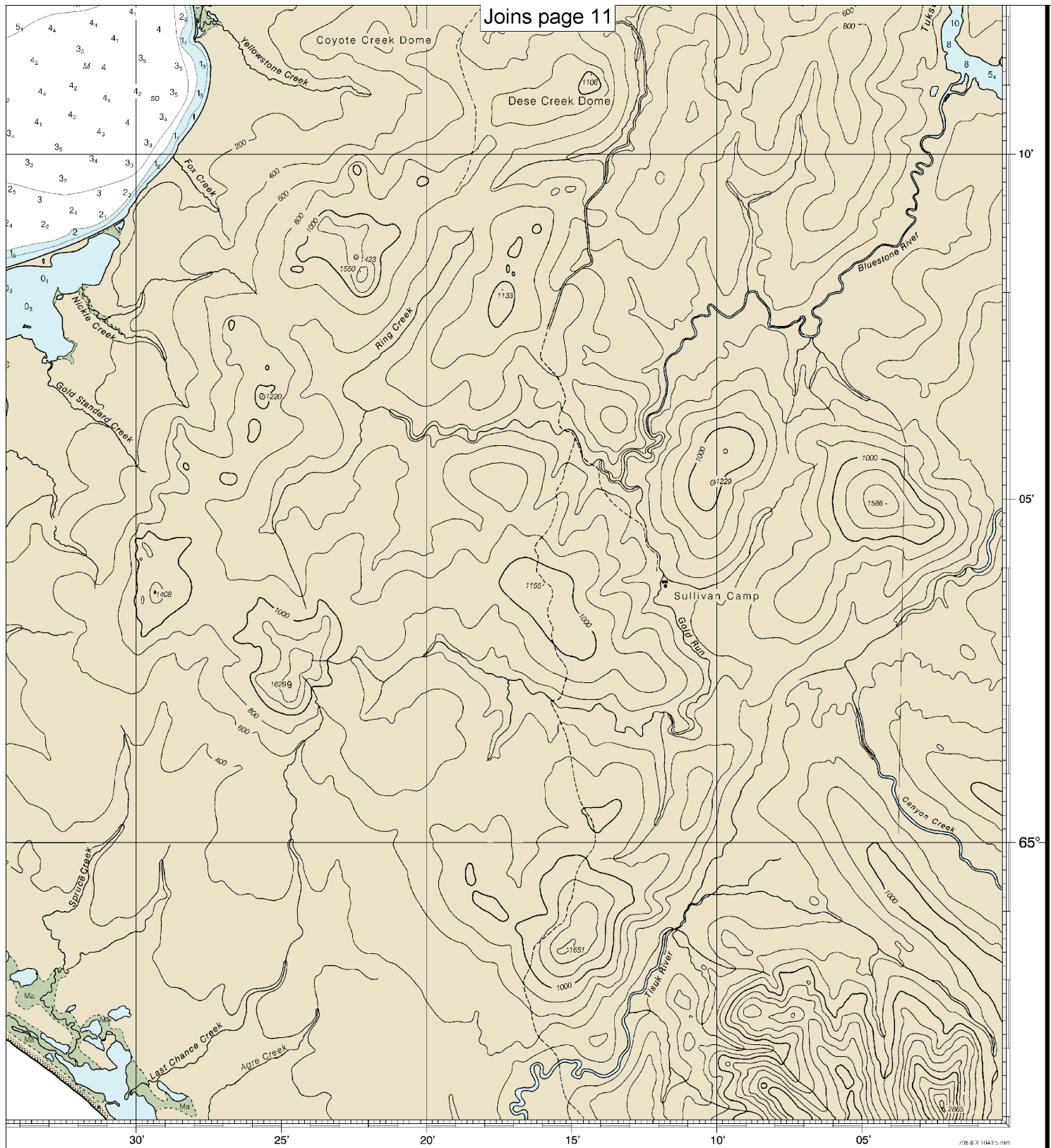


Joins page 14

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

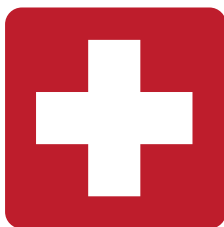
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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

Port Clarence and Approaches
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16204



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.

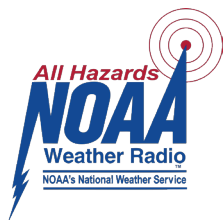
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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.

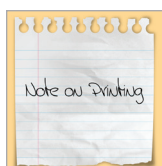
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
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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



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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.