Prudhoe Bay and Vicinity
NOAA Chart 16061

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

Approximate Page Index

4  5  6  7
8  9 10 11
12 13 14 15
16 17 18 19
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.


(Selected Excerpts from Coast Pilot)

The Return Islands begin 0.5 mile SE of Cottle Island and continue SE another 11 miles. Long Island is the westernmost and longest, about 5 miles, of the Return group; the passage between Cottle Island and Long Island has depths of 2 feet. Off the SE end of Long Island are bars and shoals that extend back into Gwydyr Bay, but depths of 5 feet can be carried into the bay between the bars and low, crescent-shaped Egg Island, next island to the SE.

Southeasternmost of the Return group is Stump Island, which is about 2 miles long and extends to within 0.5 mile of mainland Point McIntyre. The passage between Egg Island and Stump Island has depths of 3 feet, but there is little water between Stump Island and Point McIntyre.

Gwydyr Bay, the lagoon area between the Return Islands and the mainland, has depths of 3 to 5 feet as far E as low Storkersen Point, which is 10 miles from Beechey Point; the best entrance to the bay is W of Egg Island. Kuparuk River empties into the S side of Gwydyr Bay W of Storkersen Point. There is little water between Storkersen Point and Point McIntyre, 3 miles to the SE.

From the Return Islands to Brownlow Point, barrier islands parallel the coast and are separated from it by Steffanson Sound, an extensive lagoon. The mainland is low tundra with very little relief except for three prominent mounds W and SW of Tigvarkiai Island. Between the islands are many shoals and bars that are awash. The lagoon between the island and the mainland has depths of as much as 30 feet but also has many areas too shallow for navigation by small boats. The lagoon is 2 to 10 miles wide and extends in a continuous line from the Return Islands to Brownlow Point. Vessels following the coast may avoid the heavy ice that is nearly always present off the barrier islands by passing inside the islands by way of one of the deeper entrances. Ice frequently blocks these entrances, but passage usually can be made through leads.

The Midway Islands, 7.5 miles NE of Point McIntyre, are very low and have little driftwood on them; good anchorage for vessels drawing up to 6 feet can be found behind Reindeer Island, the W island of the group. Cross Island is 6 miles E of the Midway Islands. Somewhat protected anchorage for vessels drawing up to 10 feet can be found behind the crescent-shaped island and the several small islets that extend to the S. Large ice floes remain hinged to the N and E sides of the island during the entire open season. Two miles SE of Cross Island is a shoal that extends 4 miles in a SE direction. Dinkum Sands, a gravel reef that bares, is halfway along the shoal.

Prudhoe Bay (70°20’N., 148°20’W.), SE of Point McIntyre, has shoals across most of its entrance. Gull Island, a small island midway along the shoals, is a conspicuous radar target. The bay proper has depths of 6 to 9 feet and affords good holding anchorage with protection from all but NW weather. The best access route has depths of 4 feet and parallels the W shore at a distance of 0.4 mile. On the NW side of Prudhoe Bay, about 1.5 miles SE of Point McIntyre, a causeway extends about 2.2 miles offshore. A barge dock is on the E side of the causeway and a seawater treatment plant is near the outer end. Private daybeacons mark the intakes and outfalls of the seawater treatment plant. In 1969, a 360-foot wharf connected to the shore by a 1,200-foot causeway was constructed in the SE corner of the bay, about 3.3 miles from Heald Point. Depths of 4½ feet are reported along it.

Heald Point, on the E side of Prudhoe Bay entrance and 8 miles from Point McIntyre, is a 15-foot-high tundra bluff with a narrow sand beach at its base. Three small sand islets extend NW from the point. The submersed remains of an artificial island with a reported depth of 1 foot is about 2.9 miles N of the point. Put River aero radiobeacon (70°13’25”N., 148°24’50”W.) is about 8 miles SSW of Heald Point. The delta of Sagavanirktok River extends the 9 miles from Heald Point to Foggy Island. The waters off the delta are extremely shallow and small boats find landing very difficult. Howe Island, 5 miles E of Heald Point, is near the middle of the delta area and is prominent from seaward; the island is 1 mile long, 0.2 mile wide, and has an elevation of 35 feet near its E end. A mile E of Howe Island is Duck Island, a small silt mound, and 4 miles E of Howe Island is Point Brower, the N extremity of tundra-covered Foggy Island.

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

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY
- FLASHING
- OCCULTING
- QUICK FLASHING
- ISO

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND GREEN
- GREEN LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL
NO NUMBERS – MAY BE LETTERED
PREFERRED CHANNEL TO PORT
TOPMOST BAND RED
- RED LIGHT ONLY
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY
- FLASHING
- OCCULTING
- QUICK FLASHING
- ISO

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
TENACE WHALING IN THE BEAUFORT SEA should be aware that Alaskan Natives engage in whaling in the Beaufort Sea from August 15. Vessel operators are requested to contact Alaska Whaling Commission at (907) 862-7502, barrow.com prior to entering this area for information about avoidance of traditional native activites.

BEAUFORT

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.
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/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNMs 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 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.

NOAA’s Office of Coast Survey The Nation’s Chartmaker