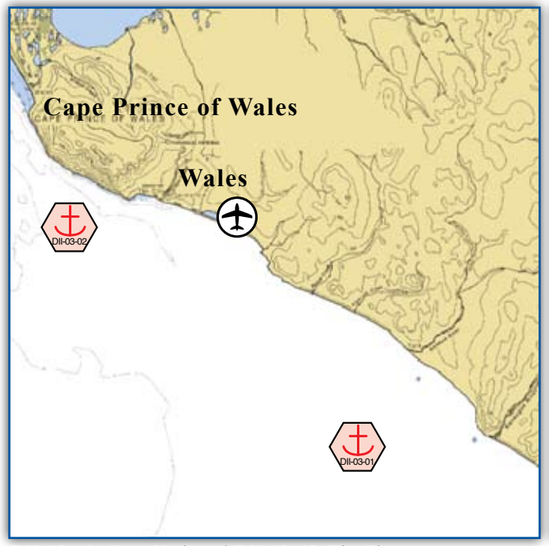
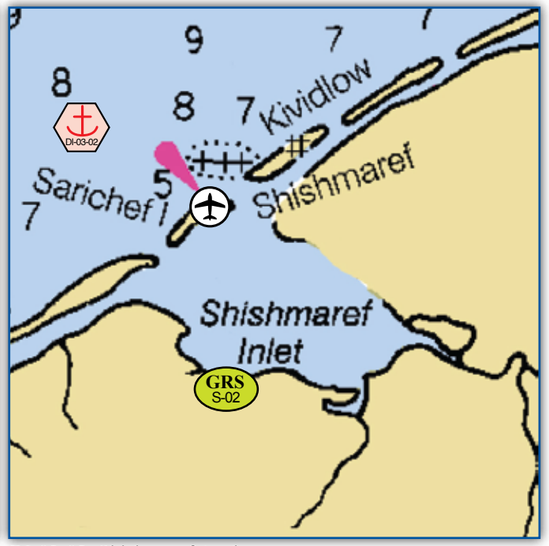
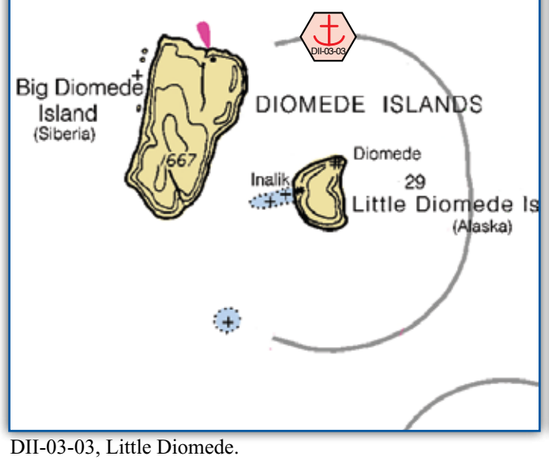


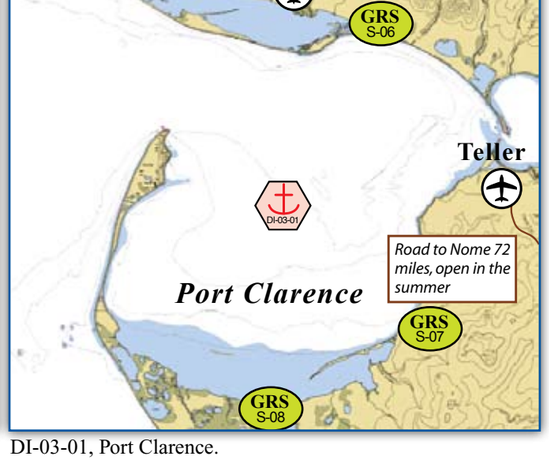

DII-03-01, Cape York and DII-03-02, Tin City.




DI-03-02, Shishmaref Anchorage.




DII-03-03, Little Diomede.

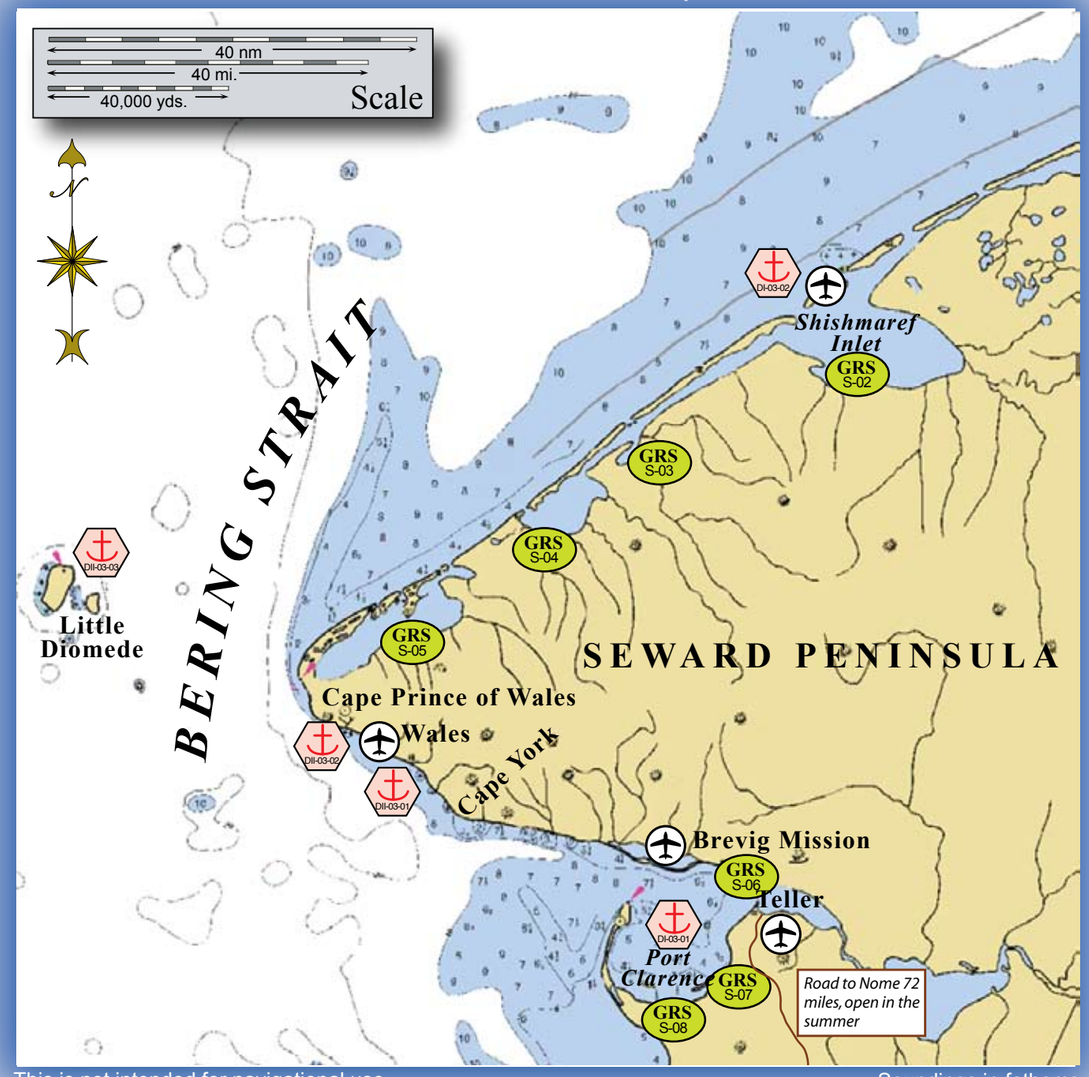



DI-03-01, Port Clarence.

| Stakeholders for PPOR Zone 03 of the Northwest Arctic Subarea | | | | | |
|---|---|---|---|---|---|
| *Year-2011* | *Contact* | *Year-2011* | *Contact* | *Year-2011* | *Contact* |
| Alaska Department of Natural Resources | State Historic Preservation Officer | City of Shismaref | Mayor | City of Teller | Mayor |
| Native Allotments | Dept of the Interior-Regional Environmental Officer | City of Wales | Mayor | Bering Straits Native Corporation | President |
| National Park Service - Bering Straits N.P. | Dept. of the Interior-Regional Environmental Officer | City of Diomede | Mayor | Kawerak, Incorporated | Executive Director |
| Alaska Eskimo Whaling Commission | Executive Director | City of Brevig Mission | Mayor | Alaska Dept. of Fish & Game | Resource Manager |

# Potential Places of Refuge *for Northwest Arctic Subarea*

Center of map at 65° 51.83' N Lat., 166° 59.59' W Lon.




This is not intended for navigational use. Soundings in fathoms

Northwest Arctic, SUBAREA Map Locator


Map Legend

- Anchorage
- Airport
- Mooring
- Existing GRS
- Dock/pier
- Boat Harbor
- Crane

# Northwest Arctic PPOR Map 03

*USGS 1:1,534,076 Quadrangle Map*
*Reference - Bering Sea Eastern Part Map 16006_1*

NUKA Research & Planning Group, LLC.

# Site Information for Northwest Arctic PPOR Map 03

## Physical and Operational Characteristics for PPOR Map 03 of the Northwest Arctic Subarea-Seward Peninsula

| | Cape York | Tin City | Little Diomede | Port Clarence | Shishmaref Anchorage |
|---|---|---|---|---|---|
| **ID Number** | **DII-03-01** | **DII-03-02** | **DII-03-03** | **DI-03-01** | **DI-03-02** |
| Location *(In the general area)* | 65°29.10'N 167°43.27'W | 65°32.59'N 167°57.86'W | 65°47.41'N 168°54.11'W | 65°47.41'N 168°54.11'W | 66°14.62'N 166°40.28'W |
| Maximum Vessel Size | Deep Draft Vessels - lengths to 1000 ft. or greater, 40-60 ft. of draft, greater than 10,000 GT | | | Deep Draft Vessels - lengths to 1000 ft., 20-40 ft. of draft, greater than 10,000 GT | |
| Type of Berthing | Anchorage | | | | |
| Contact | N/A | | | | |
| Navigational Approach | Approach from W, SW, S | Approach from W, SW, S | Approach from N, NE, E | Approach from W | Approach from W, NW, N |
| Minimum Water Depths *(MLLW)* | 12 Fathoms | 14 Fathoms | 20 Fathoms | 6 Fathoms | 6 Fathoms |
| Maximum Vessel Draft | 60 ft. | | | 40 ft. | |
| Swing Room or Dock Face *(w/ dolphins)* | 1.5 nm to shoal | 1.2 nm to shoal | 1 nm to shore | 4 nm to shore | 4 nm to shoal |
| Bottom Type | Mud, Gravel, Rocky | Sand | Rocky | Rocky | Muddy Sand |
| Nearest Alternative Dock/Piers | 75 nm to L-02-02 | 100 nm to L-02-02 | 123 nm to L-02-02 | 95 nm to L-02-02 | 95 nm to LI-04-01 |
| Nearest Alternative Anchorage | 7.5 nm to DII-03-02 | 7.5 nm to DII-03-01 | 27 nm to DII-03-02 | 28 nm to DII-03-02 | 70 nm to DII-03-03 |
| Prevailing Winds | Summer SW, W / Winter E | | | | |
| Currents | W 1 to 2 knots | 1.0+ knots | General ocean current runs south to north, local currents vary. | Seldom exceeds 0.5 knots in entrance | No data noted |
| Tides | Mean High 4.49 ft. (Higher 4.50) Mean Low 3.84 (Lower 3.89) | | | Mean High 11.16 ft. (Higher 11.28) Mean Low 10.36 (Lower 10.10) | Mean High 4.44 ft. (Higher 4.60) Mean Low 3.67 (Lower 3.57) |
| Sea Conditions | The area from Cape York to Port Clarence has been surveyed with no depth less than 6 fathoms being found 1.5 miles from the shore. The general depths fall off to a submarine valley about 2 miles offshore, extending E, with depths of not less than 10 fathoms, to within 6 miles of the entrance to Port Clarence. A rock is reported about 0.8 mile from the shore SE of York village. | The bight off Tin City affords N weather anchorage in depths of 10 fathoms a mile from a sand beach which is steep enough for good landing | Vessels approaching Little Diomede Island from the S and E may run close along the S shore, keeping in depths greater than 14 fathoms until the village is sighted, and anchor S of the sandspit. Approach from E also has been made along N shore at distances decreasing from 1 mile to 0.4 mile and anchorage in depths of 17 fathoms 0.7 mile N of the spit. | In a S approach to Port Clarence in fog or mist, the low sand and shingle spit forming the W side is not visible until close-to. The best procedure is to make landfall on King Island from the E in depths greater than 10 fathoms (foul ground N of Cape Rodney). Then set course just E of Cape York to 3 miles of coast, change to 096 degrees for the entrance to Port Clarence. | The navigable channel into Shishmaref Inlet rounds the NE end of Sarichef Island; a dangerous bar extends 0.5 mile from the point on the N side of the channel. Vessels drawing as much as 7 feet may be beached on the channel side of the sandy NE end of Sarichef Island; drafts of 3 feet may be taken to within 100 yards of the inner beach SW of Shishmaref, and native skiffs have followed unmarked channels completely around the island. |
| Shelter from Severe Storms | Sheltered from N winds / Exposed to SE, W | Sheltered from N winds / Exposed to SE, W | Weather Dependent | Sheltered from N, S, E, W | Sheltered from S, W winds / Exposed to N, E |
| Fog | Frequent throughout the year. Heaviest from June-July. | | | Surface fog after spring break up, increasing in prevalence as season advances | Frequent throughout the year. Heaviest from June-July. |
| Ice | December to June | | | | Mid-November to Mid-June |

## Site Considerations for PPOR Zone 03 of the Northwest Arctic Subarea-Seward Peninsula

| | Cape York | Tin City | Little Diomede | Port Clarence | Shishmaref Anchorage |
|---|---|---|---|---|---|
| **ID Number** | **DII-03-01** | **DII-03-02** | **DII-03-03** | **DI-03-01** | **DI-03-02** |
| Human Health & Safety | | | | | |
| Community-distance to (nm) | Wales - 14 nm/ pop. 145 Brevig Mission - 32 nm/ pop. 388 | Wales - 6 nm/ pop. 145 Brevig Mission 39 nm/ pop. 388 | Shishmaref 75 nm/ pop. 563 Wales - 22 nm/ pop. 145 | Brevig Mission - 8 nm/ pop. 388 | Shishmaref 6 nm/ pop. 563 |
| Health Care Facilities | Toby Anungazuk, Sr. Memorial Health Clinic: 907-443-3311 / Brevig Mission Clinic: 907-642-4311 / Katherine Miksruaq Olanna Health Clinic: 907-649-3311 | | | Brevig Mission Clinic: 907-642-4311 | Katherine Miksruaq Olanna Health Clinic: 907-649-3311 |
| Natural Resources Considerations | | | | | |
| Fish & Wildlife | Waterfowl concentrations | | High density waterfowl & seabird migration & nesting, Polar bears, Walrus | High density waterfowl & seabird migration & nesting, Polar bear | High density waterfowl & shorebird migration & nesting, Polar bears, Salmon spawning |
| Threatened & Endangered Species | Spectacled eider (threatened) | | Polar Bears (threatened), Walrus (candidate) | Spectacled Eiders & Polar bears (threatened) | |
| Sensitive Areas | Spectacled eider critical habitat | | Polar bear critical habitat | Spectacled eider & Polar bear critical habitat, extensive eelgrass beds | |
| Other Stakeholder Considerations | | | | | |
| Fisheries | Herring, Crab, Salmon | | None | Herring, Salmon, Crab | None |
| Historic Properties | Historic properties are present throughout the area. | | | | |
| Subsistence | High-level local subsistence | | | | |
| Tourism/Recreation | Local recreation | | | | |
| Waterfront Public Facilities/Parks | None | | | | |
| Waterfront Private Facilities | None | | | | |
| Response and Salvage Resource Consideration | | | | | |
| Ability to Boom Vessel | Weather dependent | | No | Weather dependent | No |
| Geographic Response Strategies | None (2011) | | | S-6, S-7, S-8, S-9 | S-02 |
| Closest Alternative Place of Refuge for same sized vessel | 7.5 nm to DII-03-02 | 7.5 nm to DII-03-01 | 27 nm to DII-03-02 | 28 nm to DII-03-02 | 70 nm to DII-03-03 |

**Site ID Number & Vessel Size Classification**

DII = Deep Draft Vessels lengths up to 1000 feet, 40-60 feet of draft, greater than 10,000 GT

DI = Deep Draft Vessels lengths up to 1000 feet, 20-40 feet of draft, greater than 10,000 GT

L= Light Draft Vessel up to 450 feet in length, draft up to 20 feet

S = A shallow draft vessel less than 300 Gross Tons, has a draft less than 15 ft., LOA less than 200 ft

*NOTE: Sensitive resource information can be found on other maps which can be accessed through the sensitive area section of the Northwest Arctic Subarea Contingency Plan: http://dec.alaska.gov/spar/perp/plans/scp_nwa.htm*