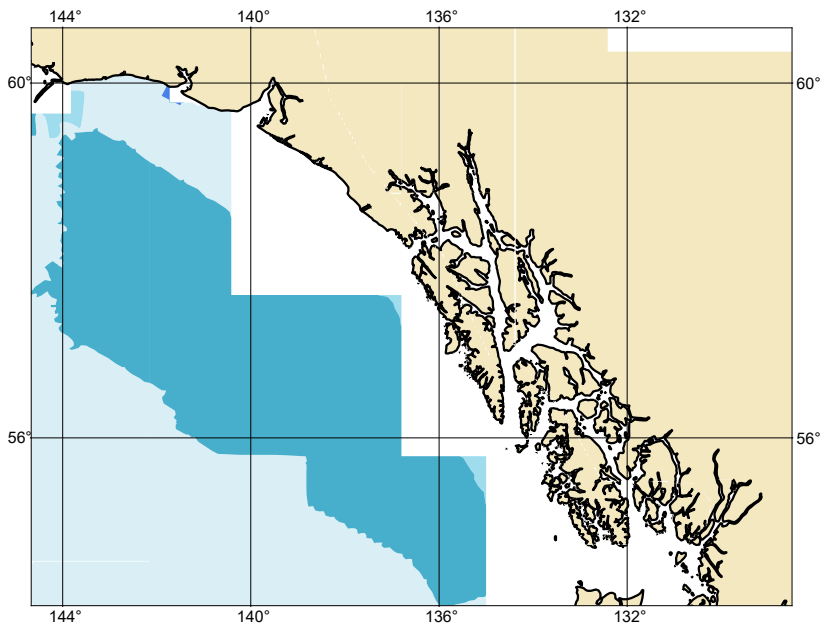


Zone of Confidence (ZOC) Diagram



ZOC CATEGORIES

ZOC	COLOR	POSITION ACCURACY	DEPTH ACCURACY	SEAFLOOR COVERAGE
A1		± 5 m + 5% depth ± 16.4 ft + 5% depth	= 0.50 m +1% d = 1.6 ft +1% d = 0.3 fm +1% d	All significant seafloor features detected.
A2		± 20 m ± 65.6 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	All significant seafloor features detected.
B		± 50 m ± 164.0 ft	= 1.00 m +2% d = 3.3 ft +2% d = 0.6 fm +2% d	Uncharted features hazardous to surface navigation are not expected but may exist.
C		± 500 m ± 1640.4 ft	= 2.00 m +2% d = 6.6 ft +2% d = 1.1 fm +2% d	Depth anomalies may be expected.
D		Worse than ZOC C	Worse than ZOC C	Large depth anomalies may be expected.
U		Unassessed - The quality of the bathymetric data has yet to be assessed.		

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NOAA CUSTOM CHART NOTES GEOSPATIAL DATABASE VERSION 3.0B - 20 FEBRUARY 2025

The records of the NOAA Custom Chart Notes Geospatial Database are current as of February 20, 2025. Subsequent additions and refinements are to be expected. Please refer to all available navigational publications for complete information about the charted area.

CAUTION CHART UPDATES

This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated. Mariners are advised to visit <https://distribution.charts.noaa.gov/navigation-updates/> to check for critical and routine updates, and to render a new NOAA Custom Chart when the ENC data used to make the chart is updated. Notices to Mariners are not issued for corrections to this NOAA Custom Chart.

AUTHORITIES

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

COMMENTS REQUESTED

NOAA encourages users to submit inquiries, discrepancies, or comments about this chart via NOAA's ASSIST tool at <https://nauticalcharts.noaa.gov/customer-service/assist/>.

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This NOAA Custom Chart has been automatically rendered from NOAA Electronic Navigational Chart (NOAA ENC®) data. Mariners using this NOAA Custom Chart are advised that this is a static reproduction of the NOAA ENC®. This NOAA Custom Chart has not been individually quality checked or adjusted for optimal use for navigation. The portrayal may be at a different scale from that of the original NOAA ENC®. Mariners are advised to use caution when using this NOAA Custom Chart for navigation and are encouraged to use the latest NOAA ENC® to access the most up-to-date information. Mariners must also comply with all applicable regulatory requirements.

HEIGHTS

Heights of fixed aids to navigation and vertical clearances of overhead obstructions will be shown in feet if the units are set to feet or fathoms. If units are set to meters, heights will be shown in meters. Land elevation values are shown in meters only.

WATER LEVELS, CURRENTS, AND TIDES

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) at https://tidesandcurrents.noaa.gov/water_level_info.html and https://tidesandcurrents.noaa.gov/currents_info.html.

ABBREVIATIONS

For complete list of Symbols and Abbreviations, see Chart No. 1.

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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).

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.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

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

Refer to charted regulation section numbers.

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

VERTICAL DATUM

Overhead clearances are referred to Mean High Water (MHW).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

ADDITIONAL INFORMATION

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

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 and Canadian Sailing Directions, Hecate Strait, Dixon Entrance, Portland Inlet and Adjacent Waters and Haida Gwaii for important supplemental information.

Information concerning Canadian Nautical Charts, Sailing Directions, Tide Tables, and other Government publications of interest to mariners may be obtained on request to the Dominion Hydrographer, Canadian Hydrographic Service, Department of Fisheries and Oceans, Ottawa.

SOUNDING DATUM

In Canadian waters, soundings are referred to Lowest Normal Tide.

VERTICAL DATUM

In Canadian waters, overhead clearances are referred to Higher High Water Large Tides.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, AK or at the Office of the District Engineer, Corps of Engineers in Anchorage, AK.

Refer to charted regulation section numbers.

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.

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CALLING-IN POINTS

Vessel Traffic Services calling-in points; arrow indicates direction of vessel movement.

CAUTION
LIMITATIONS ON THE
USE OF RADIO SIGNALS

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.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, AK or at the Office of the District Engineer, Corps of Engineers in Anchorage, AK.

Refer to charted regulation section numbers.

CANADIAN
AIDS TO NAVIGATION

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska, and San Diego, California. See U.S. Coast Pilot, Chapter 3 for details.

CAUTION

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

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CAUTION

The mud flat in front of Taku Glacier is expanding rapidly to the southwest. 1997 survey data reveal that extensive shoaling has occurred from Jaw Point to Davidson Point and is expected to continue. Passage through this area should not be attempted without local knowledge.

CAUTION

There are numerous uncharted rocks in Chaik Bay which are a hazard to navigation. The mariner should use caution when navigating in this area.

DISENCHANTMENT BAY

Hubbard and Turner Glaciers actively discharge ice into Disenchantment Bay, changing their limits daily. Icebergs, floe ice, and large swells due to calving are usually present. Mariners are urged to use extreme caution when navigating this area.

CAUTION SEDIMENT

Mariners are advised that in areas such as Yakutat Bay, a layer boundary with a steep thermal/salinity gradient and/or suspended sediments in the water column can produce erroneous bottom traces on echo sounders. If this anomaly is suspected, a hand-held lead line should be used to penetrate the layer for an accurate reading.

SITKA AREA

Some aids, channels, and dangers are not shown. Use larger scale charts.

CAUTION

Numerous shoals in Rowan Bay and along the edges of the entrance channel cannot be adequately. Mariners should exercise caution. Use larger scale charts.

CAUTION DISPUTED AREA

This area is disputed by United States and Canada.
Cette zone est l'objet d'un désaccord entre les États-Unis et le Canada.

CAUTION

The western shore of Yakutat Bay from Point Manby to Blizhni Point is subjected to heavy surf conditions and alongshore currents which cause migration of the shoreline and nearshore sand bars and make beach landings hazardous. Boat landings at stream entrances should be made only with local knowledge and at high tide.

PERIL STRAIT AND SERGIUS NARROWS

Some aids, channels, and dangers are not shown. Use larger scale charts.

NEVA STRAIT

Most features, including bathymetry, are omitted in this area. The minimal depiction of detail in this area does not support safe navigation. Use larger scale charts.

KEKU STRAIT

Most features, including bathymetry, are omitted in this area. The minimal depiction of detail in this area does not support safe navigation. Use larger scale charts.

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RACON

Radar Transponder Beacons, or RACONS, are activated by radars operating on the X-Band, frequencies 9300 to 9450 MHz and, when activated will emit an international Morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be 8 miles.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed north of Kendrick Islands at 54°54.4'N, 131°58.6'W.