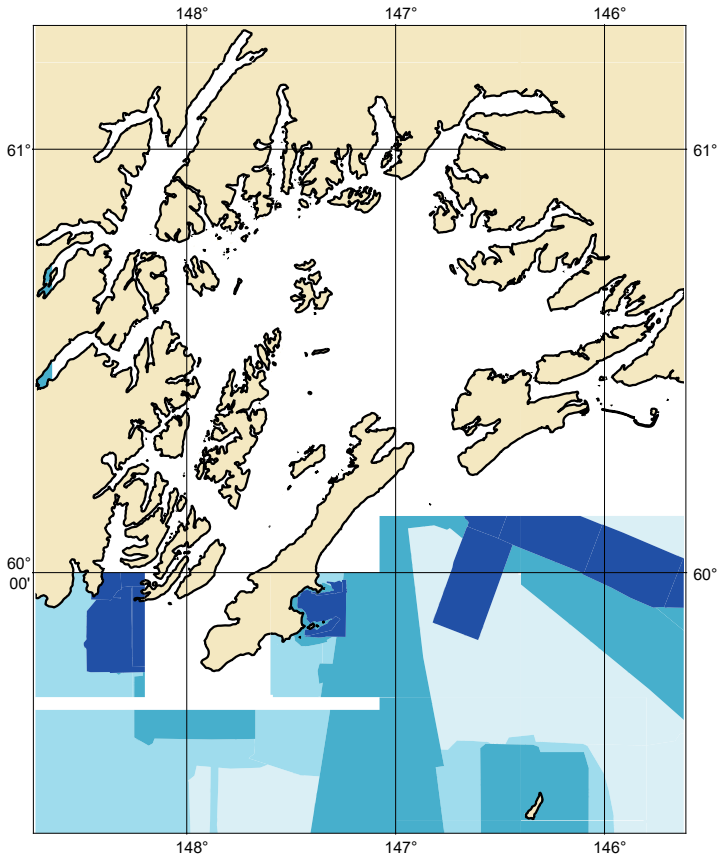
167000G

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.		

167000G

NOAA CUSTOM CHART NOTES GEOSPATIAL DATABASE VERSION 3.0C - 17 MARCH 2026

The records of the NOAA Custom Chart Notes Geospatial Database are current as of March 17, 2026. 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This NOAA Custom Chart contains up-to-date information only as of the time of creation, and will become outdated.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/ .

CAUTION AUTOMATED CHART GENERATION

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.

167000G

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 9 for important supplemental information.
Refer to charted regulation section numbers.

VERTICAL DATUM

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

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.

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.

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

SOUNDING DATUM

Soundings referred to Mean Lower Low Water (MLLW).

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.

VESSEL TRAFFIC SERVICES (VTS)

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

CAUTION

A National Marine Fisheries Service monitoring site is situated near the mouth of Lowe River. Marine activities are discouraged from infringing into the area.

CAUTION

Mariners are urged to exercise extreme care when transiting the waters adjacent to the 18.2 meter/60 foot curve around Montague and Green Islands. Numerous uncharted rocks and islets are known to exist in these areas. Some of the inshore waters surrounding these islands have not been surveyed since the 1964 earthquake, consequently the presence of underwater dangers is conceivable.

CALLING-IN POINTS

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

CAUTION

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

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.

CAUTION

All Mariners are requested to exercise caution when navigating Hinchinbrook Entrance, Prince William Sound. There are heavy concentrations of crab pots and related gear, and numerous fishing vessels that are operating in the area of Hinchinbrook Entrance, Seal Rocks and between Seal Rocks and Montague Island. Vessels entering or leaving Prince William Sound through Hinchinbrook Entrance are requested to utilize the recommended track.

167000G

CAUTION
SIGNIFICANT CHANGES

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except in Port Valdez, Tatitlek Narrows, Jack Bay, and the offshore corridor of Valdez Arm is not known. Important changes from preliminary topographic surveys are charted.

CHANGEABLE AREA

Local knowledge is required to safely navigate in the Orca Inlet-Egg Islands area due to the changeable nature of the bottom.

NOTE

Route requires local knowledge. Extreme caution is advised due to shifting shoals. Seasonal unlighted buoys are used to mark the channel northwestward of Mummy Island from May 1 to Oct 1.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Cordova, AK WXJ-79 162.400 MHz

CAUTION
SIGNIFICANT CHANGES

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +1.3 meters / +4.3 feet at Port Gravina. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known. Important changes from preliminary topographic surveys are charted.

CAUTION

During the calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to Valdez Traffic on Channel 13 (156.65 MHz).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Cape Hinchinbrook, AK WNG-532 162.525 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
East Point, AK WNG-530 162.500 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Point Pigot, AK KZZ-93 162.450 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Potato Point, AK WNG-527 162.425 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Rugged Island, AK WNG-526 162.425 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Valdez, AK WXJ-63 162.550 MHz

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Whittier, AK KXI-29 162.475 MHz